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PREFACE.

THE development of the tourist traffic in recent years has wrought such great changes in communications by land and water and, generally, in facilities for visiting every part of Norway, a country of unequalled attraction in Europe, that it has been found necessary to re-write and re-construct almost the entire work.

The volume has been written with a view to the satisfaction of the general requirements of British and American travellers, although a leaning will be observed towards the special wants of sportsmen, the pioneers, in Norway, of the now ubiquitous tourist. Mountaineers, pedestrians, and cyclists[1] will also, it is hoped, find in it sufficient indications for the realisation of their several projects, and must, for any more minute details they may require, be referred to the last (1891) edition of the "Reisehaandbog over Norge," by Dr. Yngvar Nielsen (Professor of Geography at the University of Christiania), from which much information has been derived for the purposes of this Guide.

The compiler has also to acknowledge with gratitude, amongst many other kind and generous contributions, the materials

[1] The portion compiled especially for the convenience of Cyclists, together with a Grammar, Vocabulary, &c., has been printed separately and inserted loose in a pocket at the end of the book.

supplied, in respect of "Angling," by Mr. A. Landmark (Inspector of Fresh-water Fisheries in Norway), and by Sir H. Pottinger, Bart., in regard to "Shooting."

The geographical and other scientific sketches have, to some extent, been based on the accurate description of Norway given by Mr. Joh. Dyring, in his "Kongeriget Norge," published in 1891.

T. MICHELL,

H.B.M. Consul-General for Norway.

CHRISTIANIA: *June* 1892.

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A HANDBOOK

FOR

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[*A Sketch of the Norwegian Grammar and a Vocabulary are loosely attached at the end of this book, for use when driving, &c.; also a separate Guide for Cyclists.*]

I. Historical Notice.

The early history of Norway is enveloped in darkness, and rests on traditions embodied in the Icelandic sagas and the famous Chronicle of Snorro Sturleson, which date from the eleventh and twelfth centuries. The aborigines were probably a few Lapps scattered in families all over the country till they were driven northwards, and confined to their present abodes by the influx of the forefathers of the modern Norwegians, Danes, and Swedes, descendants of a branch of the great Gothic stock, whose memory is preserved in numerous local names in Scandinavia. These three nations form the northern or Scandinavian division of the Germanic or Teutonic race; whilst the Germans, the Dutch, and the Flemish form the southern or German division, to which also the Anglo-Saxons belonged. The exact date of the arrival in Scandinavia of the Gothic tribes is not known, but it probably was not long anterior to the Christian era. Traditions and the results of archæological research point to the conclusion that the Gothic inhabitants of Scandinavia came from Asia, and, after wandering through

the eastern and middle parts of Europe, where kindred tribes remained occupied Denmark first, and thence, crossing the Baltic, southern Sweden and Norway. It is from about the early part of the eighth century that the Scandinavians appear for the first time on the stage of universal history. Then began those far-reaching Viking expeditions that made the name of "Northmen" known and dreaded on the most distant coasts of Europe, and which, amongst other great results, laid the foundations of the present Russian Empire, first at Novgorod, then at Kief. The settlers in Norway formed during a long period numerous small communities, which waged continual war upon each other until Harald Haarfager (the Fair-Haired) at the battle of Hafurdsfjord, in 872, completed the conquest of the country, and succeeded in fusing the numerous small earldoms into one realm. Having been told at the commencement of his career of the charms of Gyda, daughter of the King of Hordaland, Harald sent messengers to her with the offer, not of his hand, but of his heart. Her proud reply is stated to have been that, so far from being the mistress, she would not even be the wife of a chief whose territories consisted of a few insignificant provinces, and that she would never marry any one who did not hold absolute sway over the whole country. Admiring her ambition, he vowed to the gods that he would neither cut nor comb his hair until he had subdued all Norway, and that he would do so or perish in the attempt. After he had attained the object of that vow Gyda became his wife, although, according to the custom of the age, she shared that honour with eight others.

Between the completion of Harald's conquest of the country (about 885) and the middle of the thirteenth century, occurred the heroic period of Norwegian history, replete with tales of the grandest warlike exploits. But although great riches were brought home to Norway (as well as to Sweden and Denmark) by *Vikings*,[1] the elements of a healthy development of the country were wanting, and the strength of the people was gradually exhausted by foreign expeditions and internal feuds.

The union of Norway into one kingdom by Harald Haarfager induced many of the petty chieftains to emigrate, and the same causes produced contemporaneously a similar effect in Denmark and Sweden. The Scandinavian maritime expeditions above mentioned gradually assumed much larger proportions, and the object of the Vikings became principally to find new homes on other shores. Whilst the Danes settled on parts of the coast of England and in Normandy, the Norwegians established themselves principally in Scotland and Ireland. The multitude of local names, Scandinavian in origin, in the British islands bears witness to the numbers of the settlers. According to later traditions, Rollo (Rolf), the first Duke of Normandy, was an exiled Norwegian chieftain; and some writers have fixed his home in Norway in Söndmöre. But contemporaneous chroniclers state that he and his followers were Danes, and many of their descendants there are still surnamed "le Danois." Danes and Norwegians alike were called North-

[1] Literally, men of the Viks (Wicks) or creeks, from which they sallied in boats on marauding expeditions or pounced upon passing seafaring traders. The suffix *king* is therefore misleading to an English ear.

men. The whole seaboard of Europe was visited by Vikings, and many, notably Norwegians, reached Constantinople (in the ancient Scandinavian tongue called Miklagaard, "The great Court"), where they formed the bodyguard of the emperors. The Scandinavians reached Constantinople also through Russia, where the Vikings were called *Varangians*. "Westmanna" is another name by which they were known. One of the most interesting exploits of the Norwegians was their occupation of Iceland in the tenth century, from whence the discovery of America is said to have taken place by the drifting away in a storm of a Scandinavian vessel between Iceland and Greenland.

Harald Haarfager died in 933. His son, Haakon the Good, was brought up in England at the court of Athelstane, and was the first king who endeavoured to establish Christianity in Norway; but Paganism was not finally eradicated until the twelfth century. There is a curious story told in the saga which bears his name with reference to the introduction of Christianity. The king was suspected of being a waverer from the old religion, and his nobles insisted on his attending a banquet held to Odin, and drinking the horse-broth in his honour: to which the king was obliged to consent, but with very bad grace. This seems to have been the test applied by the worshippers of Odin to all whom they suspected of Christianity. And certainly there was nothing which the monks and early missionaries to Scandinavia denounced more warmly than eating horse-flesh, as savouring of the ancient worship. The repugnance to eating horse-flesh, still felt by all nations of the Germanic family, as well as by Russians who are not Tartars, perhaps has its origin from this.

The city of Trondhjem was founded A.D. 997, by King Olaf Tryggvassön. Among all the sovereigns of Norway, the adventures of this king are the most romantic. Born a prince, his mother saved his life from the usurper of his rights only by quitting the country; they were taken by pirates, separated, and sold as slaves. At an early age he was discovered and redeemed by a relative, became a distinguished leader of piratical expeditions, married an Irish princess, embraced Christianity, and ultimately fought his way to the throne of Norway in 995. He then became a most zealous missionary, propagating the faith by his sword: death or Christianity was the only alternative he allowed to his subjects. He destroyed the celebrated Temple of Thor and Odin, near Trondhjem, with the idols of those gods, which were held in the highest veneration. He was killed A.D. 1000 in a sea-fight on the coast of Pomerania.

In 1016 Olaf (Olave) the Second, also a descendant of Harald Haarfager, ascended the throne of Norway. He is more usually known as Olaf the Holy, or St. Olaf. After pledging himself to respect the rights of the native chiefs, he not only destroyed the heathen temples, but propagated the Christian faith with fire and sword. It was, however, chiefly his severity towards the under-kings and the turbulent aristocracy of the country that produced his downfall and compelled him to take refuge at the Court of the Grand Duke Yaroslaf at Kief. Thereupon, Canute the Great, King of England and Denmark, landed in Norway and was elected king. Olaf subsequently invaded the country with a view of recovering the throne, and a desperate battle

was fought at Stiklestad, N. of Trondhjem, in which he was slain, July 29, 1030, together with most of his followers. A few years afterwards, his remains having been found in an incorrupt state, a miracle was proclaimed and he was declared a saint, the body being removed to Trondhjem and buried there. A chapel, erected over it, was the origin of the present Cathedral. Pilgrimages were made to the shrine of St. Olaf up to the time of the Reformation. He is the Lamb of the Calendar, and, besides three other churches in London dedicated to him, St. Olave's of Tooley Street, Southwark, still gives its name to a parish on the south side of London Bridge. Modern historians have rehabilitated the character of St. Olaf as that of a king who held a higher place than any other Norwegian ruler in the veneration and gratitude of the people. He established Christianity in Norway, and was the first to found a Norwegian State in the Middle Ages. The Norwegian Order of Knighthood, founded by King Oscar I., in 1847, bears his name.

Svejn, the son of Canute, was deputed by the latter to govern Norway, with a regal title; but upon the death of Canute, in 1035, Svejn was driven from the throne, and Magnus "The Good," illegitimate son of St. Olaf, obtained possession of it. He died in 1047, and was succeeded by his uncle, Harald III. (Sigurdssön Haardraade), one of the greatest warriors of his age, and the founder of Oslo, now the city of Christiania. This king was renowned for his expedition to "Miklagaard," where the Byzantine Emperor made him chief of his bodyguard as a reward for his brave exploits. At the instigation of Tostig, brother of Harald II. of England, he invaded that country, but in the battle fought at Stamford in Lincolnshire, in 1066, both Harald of Norway and Tostig were slain. The son of Harald (Olaf III.—Kyrre—of Norway), with the whole of the Norwegian fleet, fell into the hands of Harald of England, who generously allowed Olaf to depart with twenty ships. Harald himself perished, within three weeks afterwards, on the field of Hastings.

Magnus II., surnamed Barfod (Bare-foot), was the successor to his father, Olaf III. (Kyrre), and became one of the most warlike and heroic monarchs of Norway. In 1098 he conquered the Isle of Man, the Shetlands, Orkneys, and Hebrides. He afterwards invaded Ireland, where he was surprised and slain, in 1103, after a gallant resistance.

After the short reigns of Olaf and Öystejn (1103–1122), Sigurd I., a third son of Magnus, succeeded. He acquired the surname of "Jorsalafarer," *i.e.* Traveller to Jerusalem. He is celebrated in the annals of Norway for his pilgrimage to Jerusalem and his exploits during the voyage. Sailing in 1107, with a fleet of sixty ships, he was four years absent. His first winter was passed in England, where he was hospitably entertained by Henry I. Continuing his voyage, he fought several battles afterwards with the Moors in Portugal, and at sea. Landing in Sicily, he was magnificently entertained there by Roger, the Norman sovereign of that island. He then proceeded to Jerusalem, where the offer of his sword was very acceptable to Baldwin. His last exploit in the Holy Land was that of joining in the siege of Sidon, and when the city was taken half the booty became his. He returned home by way of Constantinople and Germany.

Before leaving Constantinople, Sigurd placed the figurehead of his own ship, a gilt "dragon," 12 feet long, on the Church of St. Sophia; but in 1204, after the capture of the city by the Crusaders, the new Emperor, Baldwin of Flanders, sent it as a present to the city of Bruges, whence it was carried away in 1382 to Ghent.

Dissension and civil war followed upon the death of Sigurd (1130), which for a time were checked, in 1152, by the good offices of the Papal Legate, Nicholas Breakspear, an Englishman, who afterwards ascended the pontifical throne as Adrian IV. He succeeded in getting a metropolitan see established at Trondhjem, with a jurisdiction not only over Norway, but also over Iceland, Greenland, the Farö Islands, Shetlands, Orkneys, Hebrides, and Man. These two last were called the "Syderöer," or Southern Islands, in contradistinction to Orkney and Shetland. This word is the origin of the name "*Sodor.*"

The period between 1130 and 1240 (occupied by twelve reigns) is memorable as one of incessant internecine strife. Foremost among the contending insurrectionary bodies were the *Birkebener* ("*birch-legs*"), so called from their having worn sandals of birch bark, like the Russian peasants of the present day. They were powerful enough to establish Sverre Sigurdssön as king (1177–1202). Prosperity revived in Norway during his reign. The question of privileges previously granted to the Church was prominent in the dissensions of those times, which ceased only in 1240.

Haakon IV. (Haakonssön), a grandson of Sverre, made war upon Scotland for the recognition of his claim to the Hebrides (disputed by Alexander III. of Scotland), and died during the expedition, in 1263. His supremacy had been acknowledged in Iceland; and Greenland, occupied by Icelanders in the tenth century, was annexed by him in 1261. From this time commenced again a decline of the national prosperity of Norway, owing to frequent foreign and civil wars, which thinned the population; and also to the monopoly of trade established by the Hanse towns, which crushed the national industry, and shackled the trade of the country.

Another great blow to the prosperity of Norway was the plague (called the Black Death), brought in 1349 by an English ship which had been driven into Bergen, the crew having previously perished. In Trondhjem the archbishop and the whole of the chapter died, with the exception of one canon. Solomon, Bishop of Oslo, was the only bishop who survived. Several densely populated valleys lost all their inhabitants; the domestic animals also were smitten with the plague. The peasantry, for want of cattle and of strength to labour, could not cultivate the land, and the famine which succeeded completed what the plague had begun: many districts became waste, and forests sprang up where cultivated fields had previously existed.

Haakon VI. (Magnussön) married the daughter of Valdemar IV. of Denmark, and died in 1380, when the Norwegian crown descended to his infant son, then Olaf III. of Denmark, from which period, down to 1814, the two countries remained united under one sceptre. Olaf III. of Denmark and V. of Norway died young, and was succeeded by his mother, the famous Margaret, known as "the Semiramis of the North." Victorious over the King of Sweden, she subsequently united

his country to her dominions, and in 1397 succeeded in obtaining the signatures of the chief nobles and prelates of the three kingdoms to the celebrated act known as the Union of Calmar, the chief object of which was to unite the three crowns; and, with that view, it was stipulated that a perpetual peace should reign between the three countries, the subjects of each to have equal rights at the election of their sovereign, each kingdom to be governed by its own laws, and all to unite in the common defence.

But the successors of Margaret, German princes distantly related to the old royal family of Denmark, had not the energy and ability to carry out her great work.

Christian I. of Denmark mortgaged the Shetland and Orkney Islands for a portion of his daughter's dowry on her marriage with James III. of Scotland: the debt was never cleared, and therefore those islands remained permanently subject to the crown of Scotland.

In 1523, the Swedes—who had never cordially accepted the Scandinavian union, and who were exasperated at the cruel measures of King Christian II.—finally re-established their independence under Gustav Vasa, and, soon after, the political relation of Norway to Denmark was materially altered. In the same year in which Christian II. lost the crown of Sweden, the nobility in Denmark rebelled against him, and elected his uncle Frederick I. in his stead. Civil war ensued, for the lower and middle classes favoured Christian II. as much as the nobles hated him. He sought assistance abroad, and landed in Norway in 1531, where he found many adherents, but was finally compelled to enter into negotiations, and was made a prisoner for life. At the death of Frederick I., in 1533, the friends of Christian II. rose again, and Copenhagen declared for him; but the armies of Christian III. were victorious, and the capital succumbed after a twelvemonth's siege Norway was punished by the victorious party for her adherence to Christian II. by the loss of her independence; she was deprived of her parliament and reduced to a mere province of Denmark, instead of being a free elective kingdom—a hard measure to which she was too weak to offer even a show of resistance.

In 1536, under Christian III., the Reformation was introduced, and gradually and peacefully carried through. Amongst the next Kings of Denmark none was more popular than Christian IV., who often visited the country, and founded the towns of Christiania (on the ruins of ancient Oslo) and Christiansand. In his reign the rich silver-mines at Kongsberg, and the copper-mines of Röros, once the most productive in Norway, were discovered and worked. He also greatly improved the laws and administration of the country. His reign is interesting to British travellers in connection with the so-called "Scottish Expedition" in 1612, of which an account will be given in our description of Romsdalen. The marriage, in 1589, of James VI. of Scotland with Anne, sister of Christian IV., will be noticed in the description of Christiania. During the first two centuries after the separation of Sweden from Denmark and Norway, frequent wars occurred between the two Scandinavian Powers, in which the Norwegians took a conspicuous part. Tordenskjold, the most popular hero of the Danish navy, was a Norwegian, and it was in Norway, at the

siege of Frederikshald, that Charles XII. of Sweden met his death. Already, in those days, Norwegians took a considerable part in the literary and scientific life of Scandinavia. Ludvig Holberg, the father of modern Danish literature, Wessel, and some other highly esteemed authors were Norwegians. Copenhagen and its University, of course, formed the intellectual centre of the Dano-Norwegian nation, although a Norwegian Scientific Society had its seat at Trondhjem. In this respect, a change would in any case have resulted from the establishment of a University at Christiania in 1811, under Frederick VI., but the two countries were violently separated, after having been united for more than 400 years.

In 1810, the Emperor Alexander I. of Russia guaranteed Norway to Sweden in exchange for Finland, on condition that the Crown Prince Regent of Sweden (Bernadotte) should join the allied sovereigns. The Crown Prince accepted that arrangement, which was confirmed by the great Powers, and, after the battle of Leipsic, he marched into Holstein with a considerable force and compelled Frederick VI., under the terms of the treaty of Kiel, to cede Norway to Sweden.

Many Norwegians were at that time prisoners of war in England, and had been offered their liberty upon giving their parole not to bear arms during the continuance of the struggle their country was making. To a man they refused those terms, and remained in prison till the war was over.

When the treaty of Kiel became known, the Norwegians were indignant at being thus transferred from Denmark to Sweden without their consent, and resolved to resist it and to declare their independence. Prince Christian (afterwards the eighth king of that name in Denmark) was then Danish Governor-General of Norway and resident there. He convoked a national diet, which, composed of 113 representatives of all classes of the people, met at Eidsvold, near Christiania, on April 11, 1814. A Constitution (*Grund-lov*) was drawn up by it. On May 17 following, Prince Christian was elected King of Norway, and the diet thenceforth took the name of "Storthing." The Swedes, led by Bernadotte, invaded Norway by way of Frederikshald, and the allies blockaded the coast. Longer resistance became a useless waste of life and property, and therefore, on August 14, favourable terms having been offered to the Norwegians, an armistice and convention were agreed to between the belligerents. Christian abdicated the throne of Norway, and Charles XIII. of Sweden was elected in his place as King of Norway. On November 4, 1814, he accepted the Constitution, on which day it is therefore dated. It comprises 112 articles, the first of which declares that "Norway shall be a free, independent, indivisible, and inalienable State, united to Sweden under one king." (*See* "Government, &c.") On the death of Charles XIII., in 1818, Bernadotte ascended the throne of Norway as Charles John XIV.

On his death, in 1844, his son, Oscar I., was proclaimed. Soon after his accession, that sovereign gave the Norwegians a separate national flag, on which, however, was to be displayed a symbol of the union of Sweden, just as the Swedish colours bear to this day the Norwegian "union," as a corresponding acknowledgment. He also decreed that, in all acts and public documents relating to Norway, he should

be styled King of Norway and Sweden, instead of Sweden and Norway, as heretofore. These and many other judicious arrangements, combined with his liberal and enlightened views, his scientific acquirements, and untiring industry in the duties of his high office, endeared him to his Norwegian subjects, with whom he was very popular.

In September 1857 King Oscar I. was attacked by a malady which incapacitated him from holding the reins of government. Prince Carl Louis Eugène was appointed Regent during the illness of his father, on whose death, in 1859, he succeeded to the throne under the title of Charles XV. He was born on May 3, 1826, and married, in 1850, the Princess Louise, daughter of Prince William Frederic, a brother of the King of Holland. He died September 18, 1872, and his brother, Oscar II. (born January 21, 1829), and his consort, Sophie of Nassau, were crowned at Trondhjem, July 18, 1873. The Crown Prince, Oscar Gustav Adolf, born June 16, 1858, was married in 1881 to Princess Victoria, daughter of the Grand Duke of Baden.

The reigning sovereign succeeded to relatively troublous times in Norway. Under one of the most liberal constitutions in Europe—a substantial product of the great French Revolution—the country had been peacefully and happily governed since 1814. Education, more especially, had made great progress, and in its wake came a natural desire for corresponding material improvement in the old rough, patriarchal mode of life. Every career and the highest offices in the State became practically open to those who passed, at little expense to themselves individually, through the higher schools or graduated at the University of Christiania almost *in formâ pauperis*. The plough began at last to feel the competition of learned professions and public or mercantile employments, and the dairy that of finer needlework, modern garments, and harmonious instruments. It was no longer by bread (or rather porridge) alone by which the people desired to live as they threw off their old home life, under which the family produced all it required for its own consumption, excepting spirits, tobacco, coffee, and sugar. It was only these articles which (apart from the communal assessments for poor relief, education, roads, &c.) necessitated either the expenditure of hard cash (raised from surplus produce or from the products of forestry) or a recourse to credit at neighbouring storekeepers—the *middlemen* of Ireland and Russia to the present day Increasing wants in these respects could no longer be satisfied out of the produce of the land held in freehold by "the freest and finest peasantry in the world." In these circumstances they began to feel heavily the strain of debt gradually incurred under the peculiar Norwegian law of inheritance, which gives to every son and daughter an equal share in the parental estate, as well as by the need of ready money for the amelioration of the conditions of life, seldom for that of the soil. To this day, every new partition of property (under which the eldest son has the right of buying out his co-heirs) increases the existing encumbrances, and which may be estimated at not less than 50 per cent. on the value of almost every house or parcel of land throughout the country.

The spirit of Conservatism, theoretically inherent to the ownership

of real property, soon began to evaporate, especially after the forests had been thinned and converted into ready money. Norway then became ripe to receive the seeds of radical and socialistic doctrines which were broadly sown by agitators and place-hunters. The peasantry secured an overwhelming "Liberal" majority in the representation of the rural districts, the towns alone (and in this case also against established theories) remaining true to the principles and forms under which the country had so far been well and successfully administered. Political strife culminated in a denial on the part of that majority of the right of the King to exercise an absolute *veto* in matters affecting the Constitution, His Majesty's privilege being well defined in the Constitution in regard to the sanction of all other laws. The veto in respect of ordinary legislation is suspensive only pending sessions of three successive Storthings or Parliaments, which, by passing such laws without amendment, can dispense with the royal sanction. Several years before the decisive battle over the veto was fought, the King spontaneously proposed that the Constitution should be amended in the direction of admitting his Ministers to participation in the debates of the Storthing, but under guarantees that would obviate as far as possible a frequent and factious dismissal of the chief servants of the Crown. The King insisted, more especially, upon the introduction of a general "Pension Law," the existing system in that respect giving power to the Storthing to refuse a pension to any person obnoxious to the majority, or to modify it at pleasure in every individual case. It appeared necessary to have some check in that respect with the view of economising the national expenditure, and in order to prevent as much as possible the rapid passing of numerous "bread-politicians" through the office of "State Councillor" or Minister.

But a majority of about three-fourths having been secured by the agitators under the leadership of Mr. J. Sverdrup, whose name became the watchword—"Confidence in Sverdrup"—at the general election to which this question refers, the King's Ministers were impeached before a "High Court of the Realm," composed exclusively of their political enemies and of a few Judges of the High Court of Justice, for advising his Majesty that the royal veto was absolute in questions affecting the Constitution, which had not provided for the presence of Ministers in Parliament. They had argued that, if no such veto were recognised, the Constitution, which was virtually a compact between the ruler and the nation, might lose its monarchical form and enable an impetuous majority to vote a Republic or a Commune. A *coup d'état* being out of the question, the King had to submit to the condemnation of his Ministers, who were declared (by *secret* voting) unfit to hold office and sentenced to fines which, happily for them, as impecunious officials, were at once paid by a sympathising, loyal public. The King attempted to resist awhile by appointing a Cabinet devoted to the original principles of the Constitution, but less fossilised in the Civil Service and somewhat more in touch with the people. Under the prospect of another "High Court of the Realm" and of sentences of imprisonment, that Ministry resigned within a very short time, and the King, in his wisdom and far-sightedness, called upon Mr. Johan Sverdrup to form a Cabinet, while reserving solemnly his right to exercise the veto that

had been in dispute. Soon after, the new Prime Minister received the Grand Cross of St. Olaf, and acquired the confidence of the Sovereign. But dissensions in the party and the Cabinet rapidly altered the situation. Mr. Sverdrup found it practically impossible to comply with the desires of the more advanced section of his party, especially in the direction of quarrelling with Sweden over the right it has always exercised of transacting the common diplomatic business of the United Kingdoms. A retrograde law imposing a serious disability on aliens in the matter of the purchase or lease of real property, which now cannot be effected in Norway without the King's permission in each individual case, was passed during his tenure of office. He was forced to resign in 1889, after a debate in the Storthing of a bill relating to ecclesiastical matters, which obtained the support of only one vote. A new triennial election having improved somewhat the numerical position of the Conservative party and established the existence of a split in the Liberal ranks into two, if not three, sections (leaving the Loyalist party the only compact and the numerically superior body in the Storthing), the King had no other course open to him but that of entrusting the formation of a Cabinet to Mr. Emil Stang, who was at once joined by some of the ablest and most notable men in the kingdom. With the patriotic support of the moderate wing of the so-called Liberal party, the new Ministry was able to conduct the affairs of the country with acknowledged success and benefit. During the short previous Liberal tenure of office were introduced trial by jury in criminal cases, and a theoretical and still practically incomplete reorganisation of the Norwegian army. The most salient act of policy on the part of the Conservative Government of Mr. Stang was a reduction of the duty on coffee, which was later supplemented by a corresponding boon in the matter of sugar—two articles of consumption in which Norwegian housewives are deeply interested.

A general election, fought in 1891, resulted in the triumph of the Radical party. The main features of its programme were the introduction of universal suffrage and an equal participation with Sweden in the management of diplomatic affairs, involving apparently the appointment of Norwegian consular (if not also diplomatic) officers, side by side with those accredited by Sweden, and the formation of a separate Norwegian Foreign Office, under a Minister responsible to the Storthing.

II. Government, &c.

1. **Government.**—Norway is an hereditary constitutional monarchy united with that of Sweden; the mutual rights of the Crown and of the people being clearly defined by the Constitution of 1814, subsequently guaranteed by the Allied Powers, and which instituted a Parliament of only one chamber—the Storthing. This is elected for three years, and assembles annually. The duration of the session is three months, or, with the sanction of the King, until the whole of the business is dispatched. The King has not the power to dissolve it within the fixed term of a session. Each Storthing settles the taxes for the ensuing financial year (which begins on July 1), enacts, repeals, or alters

the laws, grants the sums which have been estimated for the different branches of expenditure, revises the pay and pension lists, and makes such alterations as it deems proper in any provisional grants made by the King during the recess. It also appoints auditors to examine all the Government accounts. The reports of the public departments, as well as copies of all treaties, are laid before it. The Odelsthing can impeach and try before a "High Court of the Realm," composed of the Lagthing (a division of its own body) and of members of the High Court of Justice, Ministers and judges (for breach of official duty), as well as its own members (for crime). Besides these important controlling powers, secured to it by the Constitution, sworn to by the representatives of the nation at Eidsvold on May 17, and accepted by the King on November 4, 1814, the Storthing receives the oath of the King on coming of age or ascending the throne; and, in case of a failure of the royal line, it can, in conjunction with Sweden, elect a new dynasty.

The first step taken by the Storthing, after it has been duly constituted, is to elect the *Lagthing*. This is done by choosing from among the members of the entire body one-fourth of their number. The functions of this section are deliberative, and judicial in cases of impeachment. The other three-fourths constitute the *Odelsthing*: all enactments must be initiated in this section either by the Government or a member of the Odelsthing. After a bill has been passed in the Odelsthing, it is sent to the Lagthing, where it is deliberated upon, passed, rejected, or sent back with amendments to the Odelsthing. After being agreed to, it requires the sanction of the King before it can acquire the force of a legal enactment. But if (except in cases affecting the Constitution, as shown under "History") a bill passes through both divisions in three successive Storthings, it becomes on the third occasion the law of the land without the royal assent. The law for the abolition of hereditary nobility was passed by the exercise of that right in 1821. Only one count and four or five barons survive, and within a few years no titles of nobility will remain in existence.

Since 1884 the political franchise has been bestowed in a democratic direction on every native Norwegian, twenty-five years of age, who has for five years been and still is domiciled in the country, or (*a*) who is or has been a public official; or (*b*) who owns or for more than five years has rented a registered parcel of land, or who has during five consecutive years been or still is in the enjoyment of such land; or (*c*) who has for five years and still is, in Finmarken, a voter in virtue of certain contributions regulated by law; or (*d*) who is a burgess or rents in a town or shipping (loading) station a house or land of the value of at least 38*l.* 6*s.* 8*d.*; or (*e*) who has during the preceding year paid direct taxes (not yet existing) to the State or to a commune on an assumed income of at least 27*l.* 15*s.* 6*d.* in rural districts, or at least 44*l.* 9*s.* in towns and at shipping stations, and who shall have been domiciled for one year in the district in which the election takes place, without belonging to another household. An oath of fidelity to the Constitution must be taken before the franchise can be exercised.

For the purpose of electing deputies to the Storthing the kingdom

together with the Bishops of those Dioceses (*Stift*), form the *Stiftsdirektion*, the superior authority in each *Stift*, or ecclesiastical province.

The Prefectures are subdivided into fifty-six Bailiwicks (*Fogderier*), in each of which is a *Foged* (Baillie), who sees to the collection of taxes, and watches, as Policemaster, over the public safety, acts as paymaster under the orders of the Prefect or a public department, carries out sentences, &c. Under him, in each *Tinglag* (judicial district) is a *Lensmand* (Rural Mayor), who acts as a police official and assists generally the *Foged*, looks after the roads, holds auctions, enforces small claims, &c. In towns the corresponding functions appertain to a Burgomaster, who at Christiania and Bergen is assisted by two Councillors and a special Policemaster. In the smaller towns the magisterial duties are generally combined with those of the *Foged*.

The thirty-eight towns and the twenty not yet incorporated "loading stations" constitute together fifty-eight Urban Communes, while the fifty-six Bailiwicks are divided into 494 Rural Communes or Cantons (*Herred*). A Council (*Formandskab*) consisting of three to nine members in the rural districts, and of four to twelve in towns (Christiania alone having fifteen), is elected annually in each Commune by qualified voters, together with a Representative Body (*Repræsentantskab*), with three times the number of members on the Council. These deal with all local, financial, and economic matters. There is, moreover, in each Prefecture a Prefectoral Council (*Amtsting*), that meets every year, in summer, for not more than ten days, to discuss and settle local affairs relating to the entire district. It is composed of the chairman or vice-chairman of each *Herred*, as well as of the Baillies and the Prefect. In educational matters the Director of the District Schools attends. This body audits the accounts of the Prefecture and transacts much other business previously reported upon by special committees.

3. The **Religion** of Norway is Episcopal Lutheran. It remains in exactly the same state as that in which it was originally moulded after the subversion of Roman Catholicism; but within the last few years a new liturgy has been introduced. Its optional adoption by congregations is not conducive to uniformity in worship. No places of worship belonging to other creeds were permitted to exist until 1845, when an Act of general toleration was passed, giving religious liberty to all Christians, but stigmatising as "Dissenters" all persons belonging to any other Church, creed, or belief than the Established Church of Norway. Even members of the Church of England, which, when Roman Catholic, was the first to bring Christianity to Norway, are "Dissenters" as much as Baptists, Plymouth Brethren, Jews, and "infidels" generally. Another Act (1851) admitted Jews to the country on conditions of equality with Christians. There are small Roman Catholic congregations at Christiania, Bergen, and Hammerfest, but they do not make many proselytes. Dissent from the Established Church is gaining much ground from causes similar to those in England, until the activity and the spirit of the clergy of the Church of England began to pass through a happy reformation. Almost every dissenting sect is represented in Norway, including even the Mormons, who are, however, not allowed to practise polygamy in the country,

and therefore emigrate in small contingents to North America. After the lapse of eight centuries since the building of a church and monastery on an island close to Christiania, by Cistercian monks from Kirkstead, in Lincoln, the Anglican Church once more rears her head in Norway.[1]

The clergy, speaking generally, are a well-educated class of men, many of them being acquainted with the literature of Europe and familiar with standard works in the German and English languages. A few can still converse in Latin, but this classical qualification has for some time been strongly on the decline. Taking into account the value of money in the country, their incomes are good, the average of the livings being 135*l.* to 180*l.* per annum, with a good house and some land.

Norway is divided into sixteen Bishoprics (*Stift*), and more than 400 parishes, some of which are very extensive.

The ecclesiastical patronage is vested in the Crown, subject to the recommendations of the State Council.

4. **Public Instruction.**—In this respect Norway is in the foremost rank among the nations of Europe; nearly every Norwegian, male or female, can read, and the greater part can also write. A desire to acquire further instruction is steadily on the increase. In 1889 a law was passed making it compulsory to send all children (not receiving elsewhere education at least equivalent) to the National Schools. In rural districts the ages for such instruction are from seven years (complete) to fifteen years, and in towns from six and a-half to fifteen. For seven years no school fees are payable. Fines are imposed for non-attendance, unless sufficient reason be given. The object of the National Schools (established in sufficient numbers) is "to co-operate in the Christian education of children and to impart to them such general instruction as shall be common to all classes of society." Each *Herred* (Canton) is divided into "school districts," each with a National School, consisting of two divisions, one for children between seven and ten, and the other for those who are ten to fourteen years old.[2] In each class instruction must be given during twelve weeks in the year, and the local educational authorities may increase the number of weeks to fifteen. They are also empowered to establish one or more Continuation Schools (in combination, if necessary, with neighbouring Cantons). The course of instruction in such schools lasts one to six months, and is attended by youths of fourteen to eighteen. As a rule, special buildings are erected or rented for such purposes, but *ambulatory* arrangements are frequently made in the case of schools for the smaller children, and sometimes for those of the second division.

The School Board established in each Canton is composed of the Dean or resident Chaplain (according to the pleasure of the diocesan), the chairman of the Local Council, of an elected male or female teacher in the National Schools, and of as many other members as the

[1] See "Christiania" for St. Edmund's Church.

[2] In towns there are three divisions, and the total of the vacations is twelve weeks.

Cantonal Council may deem requisite. The post of teacher is open to either sex, after examination, and on condition of the candidate belonging to the State Church.

Although the National Schools are supported generally out of cantonal funds, yet they receive in each case a subvention from the State. Funds are also contributed by the several Prefectures for the building of schools, for additional pay to teachers, and towards the support of Continuation Schools, Handicrafts Schools, &c.

In 1887 the total number of children subject to compulsory education at school was 294,064, of whom 221,444 belonged to rural districts, in which the school districts numbered 5,290. The total expenditure for the lower National Schools amounted in the rural districts to about 172,000*l.* (of which 28 per cent. was contributed out of public funds), and that in towns to about 72,000*l.* The cost per pupil was severally 15*s.* 6*d.* and 34*s.* 6*d.* per annum.

In 1889 there were thirty-seven higher schools of various descriptions, in addition to private schools, with a corresponding standard of instruction; and seventeen public State-supported establishments for University candidates.

The University will be further mentioned under "Christiania."

Great importance is attached to the ceremony of Confirmation in Norway, prior to which the applicants undergo a long and careful course of religious instruction, and are subjected to rigid examination, both public and private, by the clergy of their respective parishes. Confirmation by a priest (not by a bishop) is an essential preliminary to holding situations, not only in the Civil Service, but also in offices, shops, &c.

5. **Justice.**—*Civil* suits are in the first instance brought before the Lower Courts (*Underretterne*), of which there are thirty-seven in towns and eighty-one in the rural districts. In the former, the judge is the Mayor or "Baillie" (*Byfoged*), who is frequently also Police-master; and in the rural districts the *Sorenskriver* (Cantonal Judge). They decide all cases personally, except those relating to *Odelsret* (Allodial Law), and to disputes about property. They are assisted by the presence of four jurymen (*Meddomsmænd*), who do not, however, take part in the proceedings or in pronouncing judgment. The eighty-one Cantonal Law Circuits (*Sorenskriverier*) are divided into 427 *Tinglag* (Courts of Assize), in which assizes are held two or three times during the year. An assize is, moreover, held as a rule once a month for the entire Cantonal Circuit. In towns, the *Bytingene* are held weekly.

An appeal lies from these Courts to the Superior Courts (*Overret*) at Christiania, Bergen, and Trondhjem, each of which is composed of a President and two assessors. At Christiania there is also a *Byret* (City Court), with a President and eleven assessors; and although its functions are those of a Court of First Instance, yet an appeal lies direct from it to the High Court of Justice (*Höiesteret*) at Christiania, the third and last Court of Appeal, composed of a *Justitiarius* and eight assessors.

Before any civil cause can be brought for trial there must be an attempt at arrangement before a Commission of Conciliation, established in almost every Commune, and which also has in minor cases

of debt, &c., to give judgment. When the attempt fails (as it generally does, owing to the litigious character of the people [1]) the plaintiff applies to a Court of Law, in which the proceedings are not oral, but in writing, and last a considerable time, both parties having an almost indefinite leisure for refuting each other's statements. At last the case is declared ripe for judgment, which must be given within the subsequent six weeks. There are, however, exceptions to this mode of procedure, in the matter of bills, shipping cases, masters and servants, &c. In the High Court of Justice the proceedings are generally oral, and every person can conduct his own case before that tribunal, as well as before the Lower Courts. Advocates and solicitors are, however, generally employed. The legal profession is a very flourishing one.

Since 1890, the jury system has been introduced in *criminal cases*. These are subject to the following tribunals: (*a*) Court of Interrogatory (the French *Instruction*), composed of one inferior judge (at Christiania, of a member of the City Court, and at Bergen and Trondhjem, of special criminal judges), whose duty is to prepare the case by collecting information, examining witnesses, &c., and who, with the consent of the accused and on his admissions, when proved to be correct, can pronounce judgment without sending the prisoner for trial by (*b*) the *Meddomsret*, composed of an inferior judge and two jurymen, who pronounce judgment and sentences in common. The lesser crimes—*i.e.* the majority of criminal cases—are tried before these Courts, which are established within the district of each inferior judge, as well as in each *Sorenskriveri* and town. The highest criminal Court is the *Lagmandsret*, or Court of Assize, held at least four times a year in each *Lagsogn* (District), and composed of a President (*Lagmand*) and two judges learned in the law (not being members of the High Court of Justice). This Court is assisted by ten jurymen (*Lagrettemænd*), who must possess the political franchise or be eligible to local government offices, or be more than twenty-five years of age, and have paid, during the year previous to being placed on the jury list, a direct tax of at least 4*s.* 5*d.* in the rural districts, and 8*s.* 10*d.* in a town. No juryman can be challenged after the Court has been constituted by election, and by a process of weeding entrusted to the *Lagmand* and the Crown Advocate (Prosecutor). The proceedings are oral, the witnesses being examined and cross-examined as in English Courts. A verdict of guilty can be given only by a majority of seven out of the ten jurymen, their votes being held secret. The Court may, however, whatever be the verdict, send the case for trial again before a new *Lagmansthing*, and appeal can be made to the High Court of Justice. In fact, the new law admits of criminal cases being carried from Court to Court with much facility. The King enjoys the prerogative of pardon, and rarely signs a death sentence.

Although reduced in recent years, the punishments for crime are still amongst the most severe in Europe. This, added to an inherent leniency towards transgressors (proceeding perhaps from wide interrelationship between all classes of the community), renders somewhat

[1] The same characteristic is observable in Normandy.

doubtful the future benefits of the new jury system, which is also objected to as having replaced trial by judges and assessors who have been beyond reproach, except in regard to dilatoriness, and as inflicting on the country a great material loss by deflecting labour from fields and trades in order to form juries, in imitation of countries in which trial by jury was indigenous and a necessary ancient safeguard.

The *penalties* are death (by decapitation with a sword), hard labour for life, or for periods varying (in five degrees), between fifteen years and six months, imprisonment with ordinary prison fare or on bread and water (for four, out of seven days in the week), and fines.

III. Geography, Geology, Mineralogy, Climate, Botany, Zoology.

1. **Geography.**—Occupying the northern and western portions of the Scandinavian Peninsula, the Kingdom of Norway lies between 57° 57′ and 71° 12′ N. lat., and 4° 30′ and 31° 3′ long. E. of Greenwich, and is the most northerly State in the world. Christiania, the capital, lies almost on the same degree of latitude (60°) as St. Petersburg. The difference in time between the extreme points of Norway is 1 h. 44 m. Its length, from Lindesnæs (the Naze) to the N. Cape, with Namsos as an approximate central point, is nearly 1086 miles.[1] In width it varies greatly: tolerably equal and considerable (up to 260 m.) between 59° and 62° N. lat., it lessens rapidly both to the N. and S. The northern portion of Norway is in fact almost only a strip of coast, frequently narrowing to 29 m., and at one place (from the head of the Ofotenfjord) to about 6 m. In Finmarken, however, the territory of Norway becomes considerably wider. Its total approximate area is 124,535 sq. m., of which about one-third is within the Polar Circle. The land frontier is 1575 m. in length, 1035 m. being common with Sweden. With Russia, Norway is conterminous on the Jacobs Elv (or river), partly also on the Pasvik; and with the Grand Duchy of Finland along the Tana and the Pasvik rivers, to the N. boundary of Sweden. A small wedge of Finland has been driven in between the United Kingdoms of Norway and Sweden, and approaches the head of the Lyngenfjord, on the Atlantic coast, within 18 m. The greater part of the Norwegian coast is fringed by the *Skjærgaard*, or belt of rocks and islands, the most important of the latter being those of the Lofoten group.

The country is divided by a mountainous backbone, running almost parallel with the W. coast. This forms the principal watershed, which from olden times has caused Norway to be geographically divided into three natural sections, called severally—the *Nordenfjeldske*, W. of the great Kjölen chain and N. of the Dovrefjeld, from the Finland frontier to the Romdalsfjord; the *Vestenfjeldske*, W. of the Langfjeldene and their southern continuation from the Romsdalfjord to Lindesnæs (a comparatively narrow coast line, generally like the Nordenfjeld district); and the *Söndenfjeldske* (or *Östlandet*, East

[1] When miles (m.) are mentioned in this book, only *English* miles are meant. The feet (ft.) are also *English*.

Land), which includes the territory S. of the Dovrefjeld and E. of the Langfjeld range. It is impossible within the compass of a Handbook for Travellers to give a minute account of all the physico-geographical features of a country, but in the case of Norway it seems essential to describe at some length the mountains which impart to it a special attraction.

The mountain masses of Norway do not present any distinctly marked articulation, yet, chiefly on geological grounds, they are divided into the following groups:

A. The **Kjölen**, the long and generally elevated chain that rises in Russian Lapland, and which, from the Tana river to the Faksefjeld, follows mainly the frontier of Norway with Sweden and Finland, forming the watershed between the Polar Ocean and the "Norwegian Sea" (Atlantic) on the one side and the Gulf of Bothnia on the other. Its direction, originally S.W., gradually becomes more southerly, and on the Faksefjeld, where it runs into Sweden, south-easterly. It has no great height in the N. part of Finmarken, but farther S. rises very considerably, exhibiting a great number of peaks that attain a height of 4000–6000 ft., the highest being that of *Sulitjelma* (6166 ft.), on the boundary between the sister kingdoms. S. of this again rise the *Okstinderne* and the *Store* (Great) *Börgefjeld*, the latter with glaciers covering a total area of 147 sq. m. In the Bailiwick of Namdalen, the ridge of the Kjölen sinks, and several large lakes encroach upon it both on the Norwegian and the Swedish side; but farther S. it gains considerably in height and grandeur, the highest points being *Sjækerhatten* and *Syltoppene* (5870 ft.) and the *Vigelfjeld*, E. of Röros. In this portion also the Kjölen ridge presents deep depressions, with passes of 1650 to 2800 ft. Through one of these (*Skurdalsporten*) runs the *Meraker* railway from Trondhjem to Stockholm, while two other passes enable high roads to run from Levanger, through Værdalen, to Jemtland in Sweden, and from Röros to Herjeådalen, likewise in the sister kingdom. The highest points in the southernmost part of the Kjölen are the *Svukufjeld* (4660 ft.), the *Fulufjeld* and the *Faksefjeld*.

B. **The districts W. of the Kjolen range** are composed mostly of bare *fjelds* stretching out from the Kjölen and, farther S., partly from the Dovre. As far as the Porsangerfjord, the eastern part of Finmarken is a vast territory dotted with lakes and big boulders, but otherwise monotonous, and with the exception, for instance, of the Varanger fjord, treeless, and characterised by *plateaux* exceedingly bare. On the *Finmarken bergslette* (mountainous *plateau*), averaging 985 ft. in height, a few peaks (as, for instance, the *Gaïserne*, in the Tana fjord) rise to about 2000 ft.

S. of the Porsangerfjord, as far as the Bindalsfjord, the country assumes a generally wild character of much grandeur. Numerous fjords run into the mountain spurs on the mainland, as well as into many of the islands along the coast. The mountain-chain that runs along the coasts of Nordland and Finmarken up to the N. boundary of the Trondhjem Stift (eccles. prov.) is distinguished principally by the *N. Cape* on Magerö (island), which, from an elevation of 984 ft., descends abruptly to the Polar Ocean; by the

Knivskjærodde, on the same island and a little more northerly than the Cape, although lower and not so striking to the eye; by the *Seilandsbræ*, on Seiland island, the northernmost glacier in Europe; by the *Jökelfjeldene* in the Kvænangfjord, from which the *jökel* (glaciers) come down in some places to the water's edge; by the grand *Lyngen-Alper*, in the Lyngenfjord, with the *Jægge-Varre*, the highest peak in N. Norway (over 6500 ft.), and by the equally well-known pinnacles of *Goalse-Varre*, *Jægervandstinderne*, &c. To the same range belong—the high, partly snow-clad, peaks on the Lofoten and Vesteraalen islands, as well as *Mösadlen* and the *Fisketind* (a very pointed peak) on Hindö island; *Vaagekallen* and *Madmoderen* on Östvaagö (island), and *Himmeltinderne* on Vestvaagö; the majestic *fjelds* on Landegode island; the *Rota* (*Kunna*) (about 2000 ft.), a rounded promontory jutting far out into the sea; the *Höitinden* in Salten; *Svartisen*, on the boundary between Salten and Helgeland, the next largest glacier on the Continent of Europe, covering an area of about 309 sq. m., and shooting out immense *jökel* almost down to the sea-level; *Rödölöven* and *Trænstaven*, two peculiar mountains on Rödö and Trænen islands; *Hestmanden* (on the island of the same name), through which the Polar Circle passes, and which, when seen from a certain point, represents roughly the figure of a cloaked horseman (whence the name); *Lovunden*, *Dynnesfjeld* on Dynnesö (island); the *Syv Söstre* (Seven Sisters) on Alstenö; *Brurskanken* in Vefsen; *Torghatten* on Torg island, in shape like a low-crowned hat, and with a remarkable natural tunnel running through it; and, lastly, *Lekomöen* on Lekö island. The greater part of all the above mountains are important landmarks, often seen at a great distance. Many of them rise up to 3300 ft., and some higher; and they are nearly all remarkable for their peculiar Alpine forms, which give to that part of the Norwegian coast a singular and highly attractive character, notwithstanding their bleak and sombre aspect. The land between the chain running along the coast and the Kjölen range forms (especially towards the S.) a series of more or less broad and fertile river-valleys, of which the direction is principally from N. to S., or *vice versâ*.

The rest of the Nordenfjeldske formation is of a less wild and rocky character, and consists chiefly of somewhat low-lying woodlands, not very different from the Söndenfjeldske country. The inland districts off the Trondhjemsfjord are intersected by many valleys, generally wide and fertile, and stretching out at their lower extremities into extensive plains, similar in many respects to the richest lowlands in S. Norway.

C. The **Trondhjem plateau** includes the wide uncultivated tract which is bounded on the W. by the valley of the Tönna (an affluent of the Orkla and Glommen); on the N.W. by the flat plains in the Trondhjemsfjord; on the N. by Værdalen; on the E. by the southernmost part of the Kjölen range, and which towards the S. extends almost to Tönset in Österdalen. The average elevation of this great mountain-plateau (one of the most important watersheds of the Scandinavian peninsula) is about 2000 ft. in the N., and in the S. part about 3100 ft. Some of its peaks (like the *Forelhogna* and *Storskarven*) rise 4200–4900 ft. The railway between Christiania and Trondhjem passes over this plateau.

D. The **Dovrefjeld** is a name locally given to that part of the mountainous country which lies between Orkedalen and Gudbrandsdalen. Geographically, however, the Dovre comprises the broad and elevated mountainous region which is bounded on the E. by the valleys of the Tönna and Orkla, by a line drawn from Tönset ch. over Vaage ch., and then running along the Ottavand and the valley of its affluent, the Bövra, to the Lysterfjord; in other directions it is bounded by the Sognefjord, the ocean, the Surendalsfjord, and the valleys rising therefrom. The Dovre, therefore, embraces a very considerable part of the interior of the country. From N.W. to S.E. it is intersected by the valleys of the Rauma and the Laagen, the highest point dividing the two latter being 2034 ft.

The *Dovres fjeldmark* is a tolerably even plateau (averaging about 3600 ft.) in the E. part of the Dovre, stretching to the Driva on the W., and to the Laagen on the S.W. Some of its summits, such as the *Pighætta* and the *Knutshö* (celebrated for its rich Alpine flora), are over 5300 ft. high. This is the *Dovre fjeld*, over which one of the high roads between Christiania and Trondhjem passes, and of which the elevation culminates at 4100 ft. The highest part of the *Dovres höifjelde* lies W. of the Driva, with *Snehætta* (7610 ft.), long considered as the highest point in Norway, *Skredahö* (of about the same height), and *Skrimskolla* (6560 ft.), all covered with immense snow-fields. Farther N. and N.W. extend several high and wild mountain-groups, amongst them Troldheimen, S. of Surendal and the *Sundals-fjeldene*, on both sides of the Sundal valley. To the W. again, the *Romsdals-alperne* enclose the narrow gorge of the Rauma, and the Era, giving rise to a number of peaks (partly inaccessible), of which more especially the *Romsdalshorn*, on the N. side of the r., and the picturesque *Troldtinder* (on the S. bank) are famous. Farther S. the *Lomsfjeldene* rise in peaks, known as the *Hestbrœpiggene* and the pointed-roof shaped *Lomseg*, to a height of 5900 ft. to 6900 ft.

Towards the W. the Dovre spreads out in many large, high, and (to a considerable extent) snow-clad peninsulas, separated by the deep, long fjords in the prefectures of N. Bergenhus and Romsdal. Between the Storfjord and the Nordfjord rise the *Horningsdals-fjeldene*, in which the *Horningsdals-rokken*, a curiously shaped *fjeld* connecting several smaller projecting peninsulas, rises in several peaks to a height of 5300 ft. to 5600 ft. To the southward, on the *Jostedals-brœ* peninsula, between the Nordfjord and the Sognefjord, stretches out the glacier of that name (*Jostedalsbrœen*), the largest both in Norway and on the European continent, and not less than 500 sq. m. in area. The lowest margin of the glacier has an elevation varying from 1000 ft. to 4600 ft., but several of its branches run down to 165–425 ft. above the sea, and to about 5 m. from shore of the fjord. These, called *Suphellebrœen* and *Bojumbrœen*, are in the Fjærlandsfjord. A few others, such as the *Nigarsbrœ* in the Jostedal, have in their descent done injury to cultivated fields. The *Lodalskaapa* rises out of the northern part of the Jostedals-brœ snow-fields to a height of 6560 ft.

E. The series of high mountain-lands geographically known as the **Langfjeldene** extend from the valleys of the Vaage and the Lom in the N. to Bykle, the most elevated point in Sætersdalen on the S.,

whence they decline towards the inner arms of the Stavangerfjord. The principal groups of this range are—

(*a*) The *Jotunfjeld-ene*, the highest and the wildest mountain-formations, not only in Norway, but in the whole of Europe, excepting the Alps and Carpathians.

They extend southwards to the Bygdin and Tyin lakes, with a length and breadth of about 38 m., and this grand and wild Alpine region well deserves the appellation of *Jotunheim* (the *home* of the Norwegian mythological *giants*), given to the mtns. in 1820 by Keilhau and Chr. Boeck, who were the first to explore them and make them known. Lake Gjende, in the midst of the Jotun Mtns. had, however, been visited in 1812 and 1813 by Chr. Smith, the botanist. More than one hundred of the summits in the Jotunheim rise in bold peaks (not all ascended) to a height of over 6000 ft., while between the frowning colossal mountain-masses spread out on all sides glittering glaciers or deep valleys and hollows (*botner*), occupied mostly by large and deep lakes.

Among the many known elevated points of the Jotun Mtns. (the greater number of which afford views of indescribable grandeur) the principal are—*Store* (great) *Galdhöpiggen*, the highest summit of the *Ymesfjeld*, and which, rising to 8397 ft., is assumed to be the most elevated point in Norway; the *Glitretind* (about 30 ft. lower); the *Knutshultind*; the *Besshö*, whence the narrow *Besseg* runs between the *Bessvand* (lake) and Lake *Gjende*; the *Skagestölstinderne* and *Horungerne*—a succession of peaks. More than sixty great snow-fields (glaciers), (such as *Smörstabbræen*, *Fanaraaken*, *Galdhöbræerne*, and *Memurubræen*), spread out between those mtns., which are in many cases too steep to allow snow to remain on them. The mtn.-huts set up in the Jotuntjeld will be mentioned in the appropriate parts of this Handbook.

(*b*) The *Fillefjeld* lies S. of the Jotun group. The name is given locally to that part of the fjeld over which the northern highway between Christiania and Bergen passes, on the section from Valders to Lærdal in Sogn bailiwick. The highest point between the well-known mtn. posting-stations of Nystuen and Maristuen is 3294 ft. Among the many known mtn.-tops on the Fillefjeld, the most remarkable are the *Suletind* (5806 ft.) and *Stugunöset* (4825 ft.)

(*c*) The *Hemsedals-fjeldene* is the name given to that part of the Lang-fjeld which is traversed by the high road from Hallingdal to Sogn, with a maximum height of 3706 ft. We need mention among the numerous snow-clad summits of these mtns., only *Jukeleggen* (6300 ft.), marking the limits of three prefectures (Christian, Buskerud, and N. Bergenhus), and, farther S., the great snow-field: *Raubergskarven*.

(*d*) The *Hallingdals-fjeldene* embrace the mountain country from the Hemsedals-fjeldene southwards up to the *Hardanger-vidda* (waste). The best known elevated points on these mtns. are *Hallingskarven*, a long mtn. ridge, *Hardangerjökelen*, *Vasfjæren*, and *Vosseskavlen*, all about 6560 ft. high, and covered with large glaciers (*snebræ*).

(*e*) After the Langfjeldene have sunk into the great mtn. waste (*Hardanger-vidden*) above mentioned, they rise again as the *Hardangerfjeldene* (in the S.W. part of those mtns.) in high summits, amongst

which the most remarkable are the *Haarteig*, a cylindrical mass (5610 ft.), and the *Tresfonn*, *Solfonn*, and *Krosfonn*.

From these mtns. springs in a S.W. direction a high ridge, forming the *Röldals-fjeldene*, with the *Haukeli-fjeld* and *Bykle-fjeldene*, which descend towards the inner branches of the Stavanger fjord, and, in fact, terminate the *Langfjeldene*. The southern highway to the Hardanger fjord (the Vestenfjeldske country) runs over the Röldal mtns. past the *Haukeli-sæter*, or mtn. posting-station. *Vasdalseggen* rises to a height of 5545 ft., at the point at which meet the four prefectures of S. Bergenhus, Stavanger, Nedenæs, and Bratsberg.

F. A highland-plateau (**Oplandenes höislette**) extends southwards between the Langfjeld range and the S. part of the Kjölen, from which it is separated by a series of lakes (Aursundsjö, Fæmunsjö, &c.), and by the valley of the Tryssil. On the N. it is conterminous with the Trondhjem Plateau (see C) and the Dovre. From these it is separated by a chain of elevated mtns., amongst which are noticeable the *Hummelfjeld* in Tolgen, *Tronfjeld* in Tönset, *Rondane* (an extremely grand Alpine mass between Österdalen and Gudbrandsdalen, rising to nearly 7000 ft.), and the *Jettafjeld* in Vaage.

Extending for some distance, with an average height of 3600 ft., the plateau in question (partly wild in character and cut up by several deep valleys) sinks gradually southwards and to an average of 1650 ft., descending at last to the Tyri-fjord and to the vicinity of Kongsberg. On this section the *Norefjeld* (W. of Kröderen) rises to a height of 4950 ft.

G. The **Hardanger-vidda** (*Hardanger-vidden*), S.W. from the plateau just described, is the southernmost and highest plateau in Norway. It terminates on the W. at the Eidfjord and the Sörfjord (the innermost branches of the Hardanger-fjord), while on the E. it is bounded by several large lakes in Numedal and Telemarken, such as the Paalsbufjord, Maarvand, Mjösvand, Totakvand, &c. Southwards it extends, approximately, to a line between the Totakvand and Röldal. With a length and breadth of about 55 m., its average height is about 4000 ft. It is distinguished by its unusual flatness and by the many lakes, rich in fish, which chequer it.

W. of the *Hardanger-vidda*, and separated from it by the Sörfjord and by the valleys running thence towards Röldal, rises the great *Folgefonn* peninsula, surrounded on the W., N., and E. by the Hardanger-fjord, and on the S. partly by the Aakrefjord, one of the branches of the latter. A considerable part of this peninsula, steep on its E. side, is occupied by the *Folgefonn* glacier (*snebræ*) (108 sq. m.), the ridge of which rises to a height of 5500 ft. above the sea-level, and from which again descend a long way down the *Buarbræ* and several other glaciers.

On the E. rise the *Övre Telemarkens fjelde* (mtns. of Upper Telemarken). Intersected by a great number of valleys and large lakes, the most celebrated elevations in these mountains are *Gausta*, with a rounded summit (6170 ft.) and the *Lifjeld*, a large and elevated mtn. mass N.E. of the Siljordsvand.

H. The **Sætersdal heier** (plateaux) are southern and lower continuations of the *Hardanger-vidda*. These desolate, bare, and weather-

beaten mountain regions, which only occasionally rise to a height of 3300 ft., embrace extensive districts on both sides of the Sætersdal (almost the entire *Stift* of Christiansand), and descend gently towards Lindesnæs. Several valleys intersect the mtns., generally in a S. direction.

I. The **Kystland** or coast-line west of the high mtn.-ridge from the Romsdalsfjord southwards, is, together with certain parts of Nordland, the prettiest and most impressive region in Norway. Its long, narrow, and deep fjords, its narrow and steep-sided valleys, and its thousands of isles and rocks torn from the mainland, present to the eye a picture of disruption by mighty forces of nature, and at the same time a landscape of grand and ever-varied beauty, almost unrivalled in the world.

The northern part of the *Vestenfjeldske*, from the Romsdal to the Sogne fjord, occupied by various offshoots of the Dovre descending to the edge of the coast, has more especially an aspect of grandeur, derived in part from its bold, ragged mtn. features. We may mention the *Statlandet* peninsula, jutting far out in the sea, the turreted, wall-shaped *Hornelen* mtn. on Bremangerland island, the islands of *Batalden*, *Skorpa*, *Kinn* (with the extraordinary split *Kinnekloven* mtn.), and *Alden* (with the *Norske hest*, or horse). These and many other mtns. look very picturesque from the sea. On the other hand, the coast between the Sogne and the Stavanger fjord, intersected by spurs of the Langfjeld mtns., is on the whole lower and of less grand aspect. Between Stavanger and Lindesnæs intervenes the low coast of *Jæderen* and *Listerland*, very different in character from that of the Vestland. Its lower stratum is composed of loose earth, peat-bog, clay, and sand, and the highest elevations do not exceed 1650 ft.

K. The lower **Östland** (Eastland), or **Söndenfjeldske** country, is of a totally different aspect from the *Norden-* and the *Vesten-fjeldske*. The hills have mostly rounded and wooded tops of no great height; the valleys are broader, and not unfrequently expand into wide plains; the rivers flow less rapidly, and often spread out into lakes; the coast is low, uniform, and without many conspicuous landmarks; and altogether the natural features are softer, and certainly far less grand. This is the flattest, most fertile, and best populated part of Norway. Farther, however, to the S.W., towards the flat highlands of Sætersdalen, the country is, as a rule, hilly and arid, with narrow, steep-sided valleys and some bare mtns., far inferior in grandeur to those of the Vestenfjeldske district. This is, therefore, the most desolate, the poorest, and the least attractive part of the *Östland*.

The other salient geographical features of Norway (*fjords* or firths, lakes, rivers, waterfalls) are reserved for description in the Sections that deal with Routes.

Although it is intended that the **Maps** attached to this work should supply the tourist, as well as the sportsman, with all the information he may require in pursuit of his object, yet it is necessary to add, for the benefit of the more ambitious explorer or mountain-climber, that the Norwegian Survey Office has issued a series of excellent maps of prefectures (*Amtkarter*), charts (recently revised) of the entire coast

from Svinesund (on the Swedish frontier) to the Jacobs-elv (on the boundary of Russia), several sheets of a large map on the scale of 1 : 100,000 (Rektangelkarter), as well as a general map of Southern Norway (Generalkart), a series of geological maps, &c. Professor J. A. Friis, the great Lappish scholar and explorer, has published a valuable series of maps relating principally to the ethnology of the prefecture of Tromsö and Finmarken. They also show the rivers which are frequented by salmon, and the distances to which the latter ascend. All these maps and charts are obtainable at any Tourist-Agent Office, and from all booksellers in the principal towns of Norway.

2. **Geology.**—The whole Scandinavian peninsula is highly interesting to the geologist and mineralogist, although Sweden is much richer in minerals. Norway and Lapland are chiefly composed of granitic and metamorphic rocks. The prevailing primary rock is gneiss, which sometimes alternates with granite. Mica-slate also abounds, and is associated with the gneiss; while in beds subordinate to both are limestone, quartz, and hornblende. The plateaux of the mountains are often covered with blocks of a conglomerate rock, in which pebbles of quartz, felspar, &c., are embedded, and which, being smooth and rounded, have evidently been, during a remote but lengthened period, subject to violent friction. Vast deposits of till and boulder-clay abound in all the lower valleys. Nearly all the larger valleys that open to the sea or the fjords are terraced with these. They form series of steps, usually rising to about 600 ft. above the present sea-level.

Many of these steps spread out as large level fertile areas on which are located some of the best farms in Norway. Fine examples may be seen by the tourist who drives or walks from Trondhjem to visit the falls of the Nid, and from the railway between Trondhjem and Stören. The glacial origin of all these clays is proved by the striated boulders they contain. Another remarkable deposit, not clayey, covers most of the fjelds and upper levels. It differs very materially from boulder-clay, being quite loose and gravelly. It differs also from moraines, not being heaped at all, and containing far more sandy material. A similar deposit, reaching down to the sea-level, and covering the old beds of minor glaciers, forms the scanty soil of the small farms in northern Norway. The entire country stands pre-eminent as a field for the study of the vestiges of ancient glaciation. There is no doubt that it was at one time as completely ice-bound as Greenland is at present.

3. **Mineralogy.**—Norway is not so rich as Sweden in minerals, but the development of railways and canals (especially in Telemarken) will no doubt render profitable the extension of mining operations. The principal metals at present extracted are: 1. *Gold*, found in small quantities in the quartz-veins around Eidsvold and (in recent years) on Bömmel island (W. coast). It has also been found in the alluvial deposits of the Alten and Tana and their tributaries (in the N.) 2. Native *silver* is raised from mines in the Kongsberg district, among the richest in Europe, and where it frequently occurs in large pure masses of a cwt. and more. Silver ore of various kinds is also found in a few places such as Kongsberg, Svenningdal, and Hatfjelddal in Nordland, and on Hitteren island on the W. coast. 3. *Iron ores* are widely deposited,

the principal mines of purest iron being on the coast of Bamle and Nedenæs, and more particularly at Kragerö, Tvedestrand, and Arendal (Christiania fjord). *Pyrites*, used in the manufacture of sulphuric acid, is somewhat abundant on Karmö (island), in the Hardangerfjord, in Foldalen, and Meldalen, as well as on Ytteröen (an island near Trondhjem). 4. Several varieties of *copper ore* (especially copper pyrites) are raised from mines in the Röros and Meraker districts, on Ytteröen, and at many other places, such as Karmö, Varaldsö, in the Hardanger fjord, in Sogn, Söndfjord, Foldal, near Drammen and Arendal, in Sætersdalen, Nordland, and Alten. Special mention must be made of the Bratsberg Copper Mines worked by an English company in Telemarken, not far from the shore of the great Bandak lake, now connected by a canal and locks with the Christiania fjord, at Skien. 5. *Nickel* is an important mineral product, especially in the form of magnetic pyrites, and occurs chiefly in the S. of Norway. 6. *Chrome ore* is found chiefly in the Röros district, in Snarum, Sundalen, and in Ranen (Nordland). 7. *Lead* and *zinc* occur here and there; and 8. *Manganese*, in small quantities, at Dröbak (Christiania fjord), in Telemarken, and near Christiansand.

Limestone, for lime and partly for cement, is abundant in the Christiania valley, at Drammen, in the Langesund fjord, on Lake Mjösen, and at many other places on the W. and in the N. Very fine-grained *marble* and *serpentine* are now quarried in Nordland, at Hop, near Bergen, and in the vicinity of Drammen; and *granite* at Frederikstad and Christiania, as well as in the Iddefjord. *Felspar*, used in the manufacture of porcelain, is very generally found in the mtns., and in recent years in Smaalenene (E. of Christiania fjord) and on the coast between Langesund and Grimstad on the same fjord. *Apatite*, a mineral much used for artificial manure, is more especially raised and widely exported on the coast from Bamle to Risör (Christiania fjord). Serviceable *coal* has so far not been discovered. *Ice* may be appropriately included in this section as an important article of export, specially from the Christiania fjord.

Of the great number of *mineral springs* in Norway, the most important are the two ferruginous springs at Modum and Eidsvold, and the sulphur spring at Sandefjord, all near Christiania. A sulphurous spring, several ferruginous springs, and a saline spring are of great repute at Laurvig, next to Sandefjord.

4. **Climate.**—Since about one-third of the area of the kingdom lies within the cold zone and the remainder in the northernmost part of the temperate zone, and, further, as extensive stretches of the country have a considerable altitude over the sea, the climate of Norway, taken as a whole, is cold and severe. Yet, climatic conditions extending over thirteen degrees of latitude must necessarily be very different in the N. and the S. The isothermal lines run generally along the coast, whence it follows that the districts contiguous to it are much favoured, whilst warmth decreases, relatively, in a rapid manner towards the interior of the country. The coldest districts are found in the inner parts of Finmarken, in the high, mountainous S.E. part of the S. Trondhjem prefect., and in the N. portion of Österdalen. The mean annual temperature of the country may be stated at 36·5° Fahr., but during the summer months

the heat is often locally as great as or greater than that of England, whilst in mid-winter the thermometer frequently marks, also locally, many degrees below zero. Researches made(1876–78) by the Norwegian North Atlantic Expedition will not permit us any longer to attribute the relatively favourable climatic condition of Norway altogether to the action of the Gulf Stream. A main cause is to be found in the mild S.W. winds which blow along the W. coast, as a result of a constant barometrical minimum in the "Norwegian Sea" (between Norway, the Færö islands, Iceland, Jan Mayen, Spitzbergen, and the Bear (Cherry) islands. These winds set in motion the warm north-flowing *surface stream* of the North Atlantic, which, in its attempt to deflect eastwards (partly owing to the earth's rotation), washes the much indented western shores as far as the Russian frontier, and even beyond. Of great influence in this respect are the *banks* connected with the *Nordhavs barrier* (N. Atlantic barrier), a remarkable upheaval of the sea-bottom, which, with a relatively small depth of little more than 1300 ft., runs across to the Bear islsand, and Spitzbergen. The barrier extends S. to the mouth of the Sognefjord, whence across to the Shetlands lie the *banks* which, connected as they all are (with a breadth of several nautical miles), decline gently until from a depth of about 1300 ft. they join abruptly the great chasm of the "Norwegian Sea" (more than 4000 ft.) The abrupt edges of the banks are at a distance of 25 to 125 m. from the Norwegian coast, their nearest approaches being towards Romsdal and outside the Vesteraalen islands (Lofoten). With respect to differences in *temperature* according to the season, to *rainfall*, and to *winds*, Norway can be divided into two climatic regions, insensibly merged:

(*a*) The *west coast*, between Lindesnæs and the Lofoten group, has a well-marked *coast-climate*. For reasons above given, the cold in winter is slight. In January (the coldest month) the mean temperature is 32° Fahr. from Lindesnæs to Namdalen, and on some of the outlying islands even 35·6°—a great deal warmer than the corresponding mean temperature for the same degrees of latitude. At the N. Cape the mean temperature in January is 24·8° Fahr. The lowest recorded temperature between Lofoten and Skudenæs has been about 5° Fahr. On the other hand, the raw sea-air does not permit the attainment of any great heat in summer. Thus the mean heat between Lindesnæs and Finmarken, in July, ranges between 57·5° and 48° Fahr., and the temperature seldom rises above 77°. To the advantage of the fisheries, the sea along the W. coast never freezes (except at the head of fjords), while in the Vestenfjeldske district proper domestic animals can remain out during the greater part of the year, and corn is never liable to the danger of night frost. These conditions are unfavourable to the growth of trees (of which, however, in the N., the disproportionate leaf-development is remarkable), and frequently necessitates the cutting of corn in a green state, notwithstanding early sowing.

The proximity of the sea causes the humidity of the W. coast to be considerable. The sky is frequently clouded, especially on the Finmarken coast, and in several places the number of rainy days is in bad seasons as much as 200. Bergen, especially, has a traditional reputation for rain, which however it often belies, the weather being frequently delightful there in June and July; of late years at least it has

been during the summer greatly superior to that of Trondhjem and its neighbourhood. The large average of rainy days includes of course those of the spring, autumn, and winter. From Vardö to Lofoten snow is more frequent than rain in winter, and falls occasionally even in summer. On the remaining part of the W. coast it is rain that prevails. The rainfall is most considerable between Bergen and Stat (near Aalesund), and especially along the Jostedalsbræ. From a maximum of 119 cub. in., it falls N. and S. to about 62 in.

In winter cold land-*winds* prevail, producing frost-*fogs* in the fjords, and having outside the coast a tendency to deflect N. *Storms* occur frequently, especially in winter, and along the more northern coast. They occur on the average once a month at Skudenæs, once a week at the N. Cape, and on the Romsdal coast even once in every five days. Dangerous *squalls* are common in the fjords.

(*b*) The *east*, or *Söndenfjeldske*, *country* (S. of the Dovre and E. of the Langfjeld mtns.) Its climate, especially inland, varies greatly in the several seasons. Generally the winter is very severe. Thus, at Christiania the mean heat is about 23° Fahr., but not unfrequently the temperature falls to 16·6°. In the S. part of Österdal the mean heat of the same months will be 14°, and the lowest temperature down to 40° Fahr. (below the freezing-point of quicksilver); at Röros (between Christiania and Trondhjem) the mean readings are relatively 10·4° and 47·2°. On the other hand, the summer heat is somewhat considerable. At Christiania the mean heat in July is about 61° Fahr., but the temperature occasionally rises to 89·6°, and more; around Röros, notwithstanding a height of over 2000 ft. above the sea, the thermometer will not seldom register 84·2°.

In most winters the rivers and lakes in this part of the country, as well as its harbours and smaller fjords, remain frozen for four or five months. The most important of the harbours are kept open artificially by powerful ice-breaking steamers. It may be mentioned here that the average *temperature of the sea* is 3½° to 7° warmer than the air, and necessarily lower than that of the air in summer and higher in winter.

There is less moisture in this section of the country than in the one above dealt with. The number of rainy days is only 100 to 150. In the regions below an altitude of 5000 ft. rain is more frequent than snow. The annual rainfall varies from 20–25 cub. in. inland to 60 on the coast. Some of the valleys in the interior, particularly the upper part of Gudbrandsdal, are not unfrequently exposed to drought.

The mean temperature and average rainfall in various parts of Norway between lat. 70° 22′ and 59° 55′ N. are as follows:

—	Temp. Fahr.	Rain, inch	—	Temp. Fahr.	Rain, inch
Vardö . .	33·45	—	Florö . .	43·85	75·27
Tromsö .	35·96	—	Bergen . .	44·60	72·25
Bodö . .	38·48	30·55	Skudenæs .	44·78	42·83
Christiansund	43·16	37·48	Lindesnæs .	44·24	—
Dovre . .	32·54	14·39	Christiania .	41·36	21·19
Röros . .	27·5	—			

As in the "Vestland," the prevailing winds are those that blow from the land, and which, in the interior of the country, follow the directions of the valleys, and bring cold down from the higher mtns. In summer the wind blows most frequently from the sea. Its strength is seldom considerable, and the annual number of stormy days is small—at Christiania scarcely one per annum. Hail- and thunder-storms are of rare occurrence.

In such a northern country the summer is necessarily short. At Christiania, where it begins in May and ends in September, it can be taken to last four months, while in the northernmost part of the Trondhjem *Stift* (eccles. prov.) it lasts only about two and a-half months (from the beginning of June to the middle of August), and in Finmarken scarcely two months. In the northernmost regions the shortness of the summer finds, to a certain extent, compensation in the length of the days, and by the sun remaining uninterruptedly over the horizon. Thus, at Bodö the solar-centre remains thirty-nine days over the horizon, at Tromsö a little over two months, and at the N. Cape two and a-half months.

Owing to its great elevation above the level of the ocean, the country is, over considerable stretches, covered with *perpetual snow* (glaciers, &c.) About 3100 sq. m. (8000 sq. kil.), or 2½ per cent. of the total area of Norway, are thus covered. The snow limit sinks not only towards the N., but generally also towards the W. Its height above the sea in various parts of the country is as follows:

—	Feet	Highest alt., feet	—	Feet	Highest alt., feet
Folgefonn, W. side	4050	5180	Snehætta .	5440	7610
„ E. „	4920		Sulitjelma .	3840	6170
Fillefjeld . .	5540	5800	Seiland .	2950	3540
Lodalskaapa .	3570	6740			

Salubrity.—The climate, which, except in the extreme N., belongs to the temperate zone, is, on the whole, very healthy, and permits the average duration of life to be longer than in any other country. The average death-rate for the whole of Norway is 19 per mille, while on Karmö island (near Haugesund) it is only 12. As regards the ages of the living, they compare favourably with the statistics of Great Britain and Germany. Out of 10,000 children born alive in Norway, 7942 males attain twenty years, 5626 fifty years, and 3370 the seventieth year. For England the corresponding figures are: 6800, 4770, and 2221. The atmosphere is bracing and pure, and, as regards *richness of ozone*, the maximum scale is found in Norway. Whether this be the chief or only reason why the atmosphere is so wonderfully invigorating has not yet been determined, "but certain it is," writes Dr. Stabell, an eminent physician at Christiania,[1] "that the effect is apparent: the sad become cheerful, the apathetic recover their energy, and those who previously took food unwillingly recover their appetite, and eat as if they had done a hard day's work."

[1] In *Norway Illustrated*, Bergen, 1889.

Excellent physicians, surgeons, and dentists are found in Norway, the fees being very small compared with those charged in England.

Practical weather-notes.—Except on the W. coast, the weather is generally more settled than in England, being either good or bad consecutively for a considerable period. As a rule, a W. wind brings wet weather along the coast and dry weather inland; an E. wind is accompanied by rain in Gudbrandsdal and the valleys E. of the main ranges, with fine weather in the fjords. August and September are the most rainy months in the E. districts. On the W. coast the rainy season begins a little later. The cold in winter is generally dry inland and in the E. and S.E. parts of the country, and is therefore not only bearable, but enjoyable, by those who have the weakest constitutions.

Thermometer Comparisons.—The scale used in Norway is that of Réaumur. Zero Fahrenheit corresponds with *minus* 17·78 Centigrade and *minus* 14·22 Réaumur.

To convert degrees of Réaumur into Fahrenheit *above* freezing-point, multiply by $2\frac{1}{4}$ and add 32; *below*, multiply by $2\frac{1}{4}$ and subtract the product from 32, thus:

17 R. × $2\frac{1}{4}$ = $38\frac{1}{4}$, add 32 = $70\frac{1}{4}$ Fahr. of heat.
8 R. × $2\frac{1}{4}$ = 18, subtract 18 from 32 = 14 Fahr. of heat.

To convert degrees of Celsius or Centigrade into those of Fahrenheit, multiply by $1\frac{4}{5}$ and add 32 if *above* freezing-point, and subtract if *below*.

To convert degrees of Fahrenheit into those of Réaumur, subtract 32 from the given number, and multiply by the fraction $\frac{4}{9}$; thus:

167 Fahr. − 32 = 135 × $\frac{4}{9}$ = 60 R.

R.	Fahr.	C.		R.	Fahr.	C.	
80	212	100	Boiling	10·4	55·4	13	Temperate
40	122	50		5·6	44·6	7	
36	113	45	Fever	Zero	32	Zero	Freezing
35·2	111·2	44		5·4	19·4	7	
30·4	100·4	38		10·6	8·6	13	
29·6	98·6	37	Blood	15·2	2·2	19	
25·6	89·6	32		20	13	25	
20	77	25		25·6	25·6	32	
19·2	75·2	24	Summer	30·4	36·4	38	
15·2	66·2	19		40	58	50	Quicksilver freezes

5. **Botany.**—The vegetation of Norway is of great uniformity, and almost entirely wanting in the forms and colours of warmer countries, although, owing to exceptionally favourable climatic conditions, it is richer than that of other regions in the same latitude. Instead of southern variety, we come across immense masses of one and the same species of vegetable growth; particularly coniferous trees, the birch, the willow, various grasses and sedges, heather, wild-berry plants, mosses, ferns, and lichens. It is more especially where the substratum consists of granite or other not easily decomposable rocks, as well as on the marsh lands, that vegetable life has a poor, cold, and but little attractive character. Where the subsoil is looser, warmer, and drier, the vegetation is, on the other hand, rich and varied, resembling that

of southern climes, and including many rare species, which find in such parts of Norway their most northerly extension. The Christiania valley and the Langesund fjord (running out of the Christiania fjord) are the most favoured in this respect.

According to Prof. A. Blytt, the wild plants of Norway are divisible into the following groups: (*a*) *Arctic species*, growing in N. Greenland, Spitzbergen, and other arctic regions, and which are perceptibly connected with the fjelds and the northern parts of Norway. (*b*) The *Sub-arctic*, not found in the two regions just mentioned, but spread over the whole of Norway, both on the fjelds and the lower country, particularly in the shady, wooded valleys and on the slopes of the mtns. (*c*) *Boreal*, spread most extensively in the lower part of the country, especially where wood-clad rocks prevail, avoiding, however, the outer line of the west-coast region. (*d*) *Sub-boreal*. This species belongs to the lowest S.E. parts of the country, around the Christiania fjord more especially. (*e*) *Atlantic*, chiefly prevalent along the coast from Stavanger to Christiansund. (*f*) *Sub-Atlantic*, found on the coast between Stavanger and Kragerö, as well as in the Smaalenene prefecture (E. of Christiania fjord). These groups never occur unmixed, but in sufficient character, general and individual, to impart locally a distinctive stamp on the vegetation. Variety in climatic conditions naturally renders different the vegetation of the W. and E. and the N. and S., and at different levels above the sea. Prof. Schübeler's investigations show that in the northerly districts vegetation has the advantage of a rapid development, and of heavier, darker-coloured, more aromatic fruit (although less sweet), flowers, and leaves.

Norway is still richer in *forests* than most other European countries, about the fifth part of the area of the country being covered with them. The most important stretches of forest are found in the S., in the basins of the Tista, Glommen, Drammen, Numedal-Laagen, Skien, and Nid, and in the Nordenfjeldske country at the head of the Trondhjem fjord, in Namdalen, Vefsen, and Maalselvdalen. But the forests have almost in all parts of the country been to a great extent devastated, principally by the rapacious hand of man, partly by climatic changes, produced in some degree also by the reckless destruction of woods for commercial purposes. There is no law to curb the deforesting of the country or to make compulsory the replanting of it with trees.

The forests consist almost exclusively of pine, fir, and birch, the quantity of oak and beech being relatively very small. The *pine* grows throughout the entire country, as far as Alten and the Porsanger fjord (70° N. lat.), as well as along the Tana r. and in the S. Varanger fjord, in about the same lat. In S. Norway it extends to a height of about 3100 ft. above the sea, but attains a much lesser elevation in the W., and especially in the N. In Finmarken it does not occur above a height of 800 ft. The *fir* abounds chiefly in the Söndenfjeldske and Nordenfjeldske districts, in company with the pine, but at a somewhat lesser altitude above the sea. Its northerly limit is in lat. 67° N., but a species of it is found on the S. Varanger fjord and on the banks of the Tana. In the W. part of Norway it does not grow wild, except at Voss and at a few other places, where it is a great

rarity. The *birch* is widely spread over the entire country up to the Arctic Ocean. In the lower parts of S. Norway it mingles as a rule with other forest trees, but on the fjelds, above the line of the *coniferæ*, as well as in Finmarken, it generally occupies forests of its own. In S. Norway this tree attains an altitude of 3600 ft.; in the W. parts of Sogn it does not rise more than 1650 ft., and in Finmarken 1000 to 1650 ft. The *alder* is everywhere indigenous (even as far as the Arctic Ocean) and attains on the fjelds almost the same altitude as the species above mentioned. The *oak* is found in the lower-lying districts as far as Nordmöre and the Mjösen lake. There are small woods of it along the W. coast, especially on either side of Lindesnæs. The *ash* is confined to the S. of Norway, but the mountain-ash flourishes all over the country. The *beech* is the rarest tree in Norway, growing only in the prefectures of Jarlsberg and Laurvig (there being a large wood of it close to the town of Laurvig) and in the neighbourhood of Kragerö and Arendal. Some few beech-trees are also found a little N. of Bergen. Avoiding notice of other inferior species of trees, we may mention here, in respect of vegetable life and its dependence on conditions of altitude, that three *belts* are distinguishable on the Norwegian mtns. (fjelds), being more especially distinct in the Vestenfjelds region, viz.:

(*a*) The zone of *Coniferæ*.

(*b*) The zone of the *birch*.

(*c*) The zone of *fjeld* (mtn.) *vegetation*, between the birch zone and the snow limit, comprises at its lower extremity bushes of the *juniper*, the *dwarf birch* (*betula nana*), the *alder*, and *osiers*, affording fuel to the elevated sæter (pasturage) regions. Within it are also found extensive, sometimes marshy, plateaux (*flyer*), covered with heather, berry-bearing plants, lichen, and moss. Higher up the fjelds are generally clothed with a thick carpet of greyish herbage, from which bare black rocks rise towards the region of perpetual snow. In the clefts of the steep rock-sides, amongst the sand and gravel of the river-beds, and on other favourable spots, this zone has a rich and interesting mountain *flora*, chiefly with low stems, strong roots, and pretty flowers of exceptionally pure colour, but rarely with any scent.

Cereals.—*Wheat* (especially spring corn) is grown as far as lat. 64° 30′ N., and in the more southerly parts of the country up to an altitude of nearly 1000 ft. Its cultivation (relatively unimportant) is, however, chiefly limited to the regions around the Christiania fjord and along its coast as far as Lindesnæs. *Rye* (principally winter corn) extends to lat. 69° N., and in S. Norway to an altitude of 2000 ft., and is grown chiefly in the episcopal provinces (Stift) of Christiania and Hamar. *Oats* grow almost as far N. as rye. *Barley*, the hardiest and quickest ripening cereal in Norway, is raised as far as lat. 70° N., and in S. Norway up to an altitude of 2130 ft. In Finmarken the interval between sowing and reaping is eighty to ninety days, in S. Norway a little longer, as a general rule. The *potato* is extensively grown over a considerable area of the arable land in the S., and almost one-half of such land in the N. is devoted to its cultivation. *Peas* and *beans* are produced in occasional patches in the S.: *flax* and *hemp* on a small scale as far as Finmarken. *Turnips* are somewhat generally

produced as food for cattle. The Norwegians are still very backward in the art of raising vegetables, of which there is a considerable necessary importation from France and Belgium. Vegetables (excepting potatoes) are very little used by the lower classes. In fact, cultivated land occupies an area of only 1100 sq. m.

Fruit-trees.—The *apple-tree* flourishes as far as lat. 65° 10′ N., and in S. Norway to an altitude of 1300 ft., and especially at the heads of the W. fjords and in the lower Söndenfjeld regions. Some very fine species are extensively grown in the W. coast district. The *pear-tree* and the *plum-tree* are found as far N. as Inderöen (Trondhjem pref.) *Cherries* are grown up to the Polar Circle. *Gooseberries*, *currants*, and *raspberries* are abundant in gardens. *Strawberries* are cultivated, and are plentiful and excellent in Bergen and Christiania, and sometimes in Trondhjem. The principal wild berries are—the *multe-bær* (cloudberry): *Rubus Chamæmorus*—found in immense quantities in the marshy Nordenfjeldske district; the wild strawberry (*jord-bær*), common everywhere, but literally clothing the soil in parts of Vefsen; the wild raspberry (*bringe-bær*), luxuriant wherever the forest has been partially cleared; the *blaa-bær*, or bilberry; the *mikkels-bær* (*Skindtryte*, blokkebær), or whortleberry; the cowberry (*tytte-bær*); and the *trane-bær*, or cranberry. There is a great difference between the latter (more scarce) and the *tytte-bær* (a much smaller berry), which most Norwegians insist on calling "cranberry."

6. **Zoology.**—As in the case of vegetation, the animal life of Norway is richer than that of any other country in the same latitude. The *fauna* is remarkable for the number of species which in other parts of Europe have either disappeared or are fast dying out, such as the *bear*, *wolf*, *lynx*, *glutton*, *elk*—and perhaps the *beaver*. There are many "Bæverdals" (beaver valleys) in Norway, and every hunter has noticed, in secluded glens, the ancient dams constructed by those interesting animals, once abundant in the country. They are now found only in a few places and in small numbers, chiefly in the prefects. of Bratsberg and Nedenæs. The physical geography of the country necessarily affects the distribution of animal life. In the *lowlands* a considerable variety of small birds is noticeable, including the familiar tribes of *finches*, *flycatchers*, *warblers*, *wagtails*, *pipits*, *buntings*, and *titmice*, many of which, as well as the *swallow*, *cuckoo*, and *landrail*, are summer migrants; besides the *raven*, *crow*, *magpie*, various *hawks* and *owls*, and many others, indigenous and resident. Nevertheless, English travellers in Norway will frequently remark the stillness of the woods; for (making due allowance for the partial cessation of song and movement during the breeding-season) there is nowhere in the Northland—perhaps, indeed, nowhere in Europe—anything comparable to the exuberant inland bird-life of the British Isles. In the cultivated portion of the region to which we are now referring the common grey *partridge* occurs, and very seldom the *quail*. The *mammalia* are chiefly represented by the *rodent* order, such as *hares*, *squirrels*, *rats*, *mice*, *moles*, *bats*, &c., and the *hedgehog* (of partial distribution). *Snakes*, of the ordinary and harmless kind, are not uncommon. *Adders* and *slow-worms* are of local occurrence.

Amongst the *fishes* inhabiting the rivers and lakes in the lower lands are the *perch, pike, sik* (*Coregonus lavaretus*), *burbot, eel, trout,* and *salmon.*

It is in the great *forests* of Norway that we find the *elk,* the biggest wild animal in Europe, which is now spreading considerably year by year all over the country; the *bear,* tenanting the most thickly wooded and rockiest districts; the *wolf,* numerous everywhere scarcely half a century ago, but now confined principally to Finmarken, although it has recently invaded the prefect. of N. Trondhjem during the winter in considerable numbers; and the *lynx,* evenly distributed, but most numerous in the prefects. of S. Trondhjem, Romsdal, Bratsberg, and Nedenæs. The *red-deer* is found only on the W. coast and its islands. Amongst the lesser *mammalia* of the forest region—to which many of those inhabiting the lowlands are of course also common—are the *badger, pole-cat, marten, weasel,* and *red-fox.*

The principal *game birds* of the forest region—common also to some parts of the lowlands—are the *capercailzie, black-grouse, willow-grouse, hazel-grouse* (*Tetrao Bonasia*), and *woodcock.* Amongst other members of the feathered tribes may be specially mentioned the *crossbill, cinnamon jay, great black woodpecker* (with its congeners, the *green* and *spotted*); in summer-time, the *fieldfare* and *redwing,* which nest in colonies; the *crested titmouse* (*Parus cristatus*); and, far rarer, the magnificent *eagle-owl,* the *nutcracker crow* (*Nucifraga caryocatactes*), the *pine bullfinch* (*Pyrrhula enucleator*), the *blue-breasted robin* (*Sylvia svecica*), and the *Bohemian wax-wing* (*Ampelis garrulus*)—all the latter birds being peculiarly characteristic of the Northland, particularly of those parts of it which are within the Arctic Circle, and where they are seldom seen except by the wandering naturalist. The *highlands,* or fjeld districts, are tenanted during the summer and early autumn by a variety of waders, such as the *golden plover, dotterel, whimbrel, ruff, double* and *common snipe,* which nest in the vicinity of the high-level marshes, and migrate thence before the winter. In the innumerable tarns and lakes are found at the same season various species of the *duck* tribe, including the *mallard, widgeon, teal, pintail, golden-eye, shoveller, velvet* and *common scoter,* and *scaup,* and two *divers* (*Lom*), the *black-throated* and the *red-throated* (the most common), as well as the *merganser* and, occasionally, the *grebe.* The *great northern diver* is much rarer, and even in the far North is seldom seen in summer. It is a late autumn and winter visitor to Norway.

The same regions are inhabited by such birds of prey as the *eagle* (*golden* and *white tailed*), the *osprey,* the *ger-falcon,* and the *gos-hawk,* the *rough-legged buzzard,* the *snowy owl,* and the *Lapland* or *cat owl,* most of which are also found in the forest region, and occasionally descend to the lowlands.

The most remarkable of the indigenous *mammalia* in these lofty regions are the wild *reindeer,* now found almost exclusively on the high ridges S. of Nordland (Hardanger-vidden, Jotunfjeld, Dovre, and tracts round the Rondane and the Tryssil fjelds), and estimated to number at present between 10,000 and 20,000 head. Here also is found the *glutton* or *wolverine* (*Gulo borealis*), the deadly enemy of the

reindeer, most common in Finmarken and Nordland, but at the same time distributed over the country even to the verge of the southern lowlands near the Christiania fjord, and the rare *blue* or *silver fox* (the fur of which is so valuable), as well as the also rare *crossed* species.

Of the smaller quadrupeds of Norway, one may be briefly noticed on account of its singular habits and local interest, and this is the Lemming (*Myodes lemmus*). These small creatures, which are somewhat smaller than a water-rat, and resemble a diminutive guinea-pig, being beautifully coloured with black, orange, and brown, have their home in the high mtn. plateaux of Norway, but migrate at irregular periods, in countless numbers, to the lowlands, always marching first down the slopes and then along the bottoms of valleys. Nothing stops them when once on the march—whether river, lake, or fjord. They are reported to have once invaded by millions the streets of Trondhjem. If, while migrating, they reach the open sea, they swim straight out and, fortunately for mankind, perish in the waters. They are also drowned in great numbers when crossing lakes and rivers, and the decomposition of their bodies in lakes, &c., from which drinking-water is taken, frequently produces an epidemic locally known as "Lemming Fever." They never return to the mtns. In their periodical halts they will infest the same region for one or two years, but seldom, if ever, longer. They do great damage to the crops and herbage in those districts which they select; so great indeed was the mischief caused by them in old times that they were solemnly exorcised by the priests, and a Lemming Litany was appointed with that object. They are always followed by a great number of the smaller hawks and owls, especially the snowy owl. The reindeer are said to feed on them at times. To the sportsman who happens to be hunting the district in which they are temporarily settled they are a great nuisance, for even the steadiest dogs get so excited over their capture as to neglect their sporting duties altogether. The lemming scorns to seek safety, as a rule, by hasty flight, for such is the courage contained in its diminutive body that it is ready to dispute the way with an elephant. It is amusing to watch one of these little creatures snapping and barking at the intruder on its haunts, and retreating with its face to the foe.

The waters of many of the innumerable mtn.-lakes abound in *trout* and *char*, which fatten on the clouds of insects—including the dreaded mosquito—that fill the air in many localities, especially in the interior of Finmarken.

Immense flocks of *geese* (chiefly the *grey-leg* and *bean-goose*, but also the *white-fronted* and *brent*), of *ducks*, and other aquatic birds which have been bred to a great extent in the waters of the interior, as well as on the distant shores of Greenland and Spitzbergen, collect towards autumn on the W. and N.W. coasts of Norway. The "bird-mtns.," or precipitous island cliffs, on which the *sea-fowl* congregate, will be noticed in the section that deals with Routes in N. Norway. The *eider-duck* is strictly preserved from the Trondhjem fjord northwards, and in some districts farther S. The *mammalia* of the coast-line are represented by *otters* (found also inland), and by several species of *seals* and *whales*. Amongst the fishes, mention must be

specially made of the swarms of *herrings*, *cod*, *pollock*, and *coal-fish* (*Sei*), the capture of which gives employment to thousands of fishermen, and constitutes a national industry. *Halibut* and *ling* of great size, two or three species of small *shark* (caught for the sake of their oil), the *wolf-fish*, and ordinary sea-fish, such as *mackerel*, *haddock*, *whiting*, *flounder*, and the like, abound, besides several species of *wrask* and *sea-bream*, not so familiar to the English market. *Lobsters* (exported), *crabs*, and *oysters* (the latter partially cultivated, but not numerous) are an important source of income on the W. coast.

IV. Statistics.

1. **Population.**—In 1891 this was returned by a census at about two millions (including seamen abroad), the rural and urban proportions being severally 76 and 24 per cent. It is kept down by emigration, the rate of which has occasionally been as high as that from Ireland in the worst times. From 4000 in 1865, 1875, and 1876, the number of emigrants rose to over 28,000 in 1882 (about one-sixtieth of the population), but fell again in 1888, on an improvement in trade, to 21,500 (1·8 per cent.) In 1889, again, it sank to 12,478. Emigration is directed principally towards the U.S. of America (Wisconsin, Minnesota, Iowa, and Illinois), where the Norwegian population is now over half a million, in a form more or less concrete, preserving to a great extent its own language and maintaining its national priesthood, recruited from home. A smaller contingent repairs to Canada, New Holland, New Zealand, Natal, and parts of S. America. On the other hand, the immigration of aliens (notably of Finlanders into Finmarken and of Swedes into the prefectures of Smaalenene, Jarlsberg, and Laurvig) is inconsiderable. In the inland rural districts the population is almost stationary, the small annual increase (0·65 per cent.) being referable chiefly to the sea-board and to towns, where trade and navigation supplement the small gains of husbandry. The most populous towns are Christiania, Bergen, Trondhjem, Stavanger, and Drammen. (See descriptions.)

As in the other two Scandinavian countries, in Norway the population is very homogeneous, even the Lapps and Finlanders forming less than 2 per cent. of it.

The origin of the Norwegians has been dealt with in the "Historical Notice." They are, as a rule, well-grown and strong, although the statement so frequently made that an average Briton looks small in a Norwegian crowd is fabulous. In a country where the conditions of climate and life are so hard, the fittest are necessarily strong. A Norwegian is of a serious turn of mind, sensible and calm when not excited by agitation or drink, and not combative, although given to litigation. His obstinacy and a certain slowness in mind and body are possibly legacies of the Finnish races which he superseded, the same qualities being observable to the present day among the Finns of Russia, and the Bulgarians of the S. of Europe. The Norwegians have in common with the Finns the characteristic proverb: "Hurry not, except when catching fleas."

Self-consciousness and national vanity, and a love of liberty that tends somewhat to an extreme devolution, are likewise features of character as noticeable as the primitive virtue of hospitality.

Of their *Religion* we have treated under "Government and Administration." *Morality*, except in the sense of honesty, leaves much to be desired, in the rural districts more especially. The dangerous system of long engagements, restricting but little the intercourse of the sexes, is productive of evil, akin to that which exists in our own "Black Country," amongst our mining population, and in some parts of Scotland. The household arrangements in towns and the relegation of peasant girls to *sæters* (*châlets*) for the summer months, in charge of cows and goats, are among the principal causes of a state of morality represented (according to a Norwegian official statistician[1]) by a very considerable amount of illegitimacy. He states that out of one hundred couples, thirteen have children during the three first months after marriage, twelve in the following three months, and eight in the two next months, making a total of 33 per cent. of births eight months after marriage. If, however, he continues, we take into account children born previously to wedlock, it will be found that, out of every hundred of couples of the peasant-proprietor class or of persons in easy circumstances in the rural districts, thirty-four children accrue to them before marriage or within eight months after, while amongst the *husmænd* (agricultural tenants) and workmen the corresponding proportion is not less than 50 per cent., and in some localities even 65 per cent. It is not only permissible to legitimitise bastards by marriage, but they may, by customary law, be sworn in case of doubt to several fathers (up to four or five), each of whom can be bound to contribute a proportionate share for the maintenance of such offspring up to the age of fifteen. Among the rude fishermen in the Lofoten islands a half share in such a responsibility is not uncommon. The law, or rather custom, is also remarkably lenient in respect of the right of every woman to receive her "betrothed" in her master's house, and no contract in derogation of that right is valid.

Drunkenness is certainly on the decrease; in rural districts cases of it are rarely seen out of doors, while in the towns the police vigilantly exercise their duty of taking up any person "apparently intoxicated." Teetotalism and the "blue ribbon" have contributed towards this satisfactory result; but to attribute it solely to a total-abstinence movement and to the adoption of a wisely modified "Gothenburg system" of local option for the sale of spirituous liquor (which supplies better quality at a lower price) is to deny the effect of more careful and practical religious training, of education, and of improvement in the dwellings and in the mode of life of the lower classes. Nor should it be forgotten that, as in our own country, the "drink bill" is much influenced by the earnings of the population. The *bonde* (peasant-proprietor) has many other calls nowadays on his resources in ready money.

2. **Occupations of the People.**—(*a*) *Agriculture.*—More than one half of the population is engaged in tilling the soil and in its accompanying

[1] *Le Royaume de Norvège.* Dr. O. I. Broch. Christiania, 1878.

occupations of rearing cattle and cutting timber, although only 2 per cent. of the total area of the country has so far lent itself to cultivation. Of that small area only ·84 per cent. consists of arable land, the remainder being artificial meadows, &c. In the northernmost bailiwicks agriculture is limited to the raising of an inconsiderable quantity of potatoes. Except on the larger estates, having the benefit of modern implements and machinery, agriculture is pursued in an antiquated manner, with rough appliances. The smallness and frequently the chequered distribution of holdings, are conditions unfavourable to improvement. In several prefectures the minute subdivision of land is a condition that renders impossible the sustenance of a family, to which therefore proprietorship or tenancy is only a subsidiary source of income. In these circumstances about 36 per cent. of the corn consumed in Norway is imported from Russia, Denmark, and Germany. There is, however, a small exportation of oats, as well as of barley in the ultimate form of excellent ale, largely consumed also in the country.

Cattle-rearing is relatively of greater importance, and not only suffices (with the adjunct of American pork) to supply the home demand, but also admits of the exportation of sheep from the W. coast to Great Britain. In 1891, when the last census was taken, the animal stock was—*horses* 150,740; *horned cattle* about 1,004,000; *sheep* 1,407,500; *goats* 271,500; *swine* 121,300, and *reindeer* 167,600 approximately.

(*b*) *Fishing.*—This was in ancient days the most important occupation of the Norwegian people, and even now is one of the principal means of existence, leaving a considerable surplus of fish for exportation. The fisheries may be classified as the great deep-sea fisheries (*cod* and *herring*) on the Vesten- and Norden-fjeldske coasts, and the minor fisheries (*mackerel*, around Lindesnæs and on the Jarlsberg and Laurvig coast), *coal-fish*, *ling*, *salmon*, *sea-trout*, *lobsters*, &c. *Whaling* is pursued chiefly off the coasts of Finmarken and Tromsö, but in 1890-91 the take was considerable in the Skagerak, almost in the Christiania fjord. *Bottle-nose whales* and *seals* are taken by Norwegian vessels (sailing and steam) in large quantities off Jan Mayen, Spitzbergen, Greenland, &c. Between 1882-88 the annual value of the coast fisheries, deducting the fish for home consumption, was more than a million sterling, and that of the fish after processes of curing, &c. (for exportation) 2·3 millions. In 1888 the Lofoten cod fisheries alone gave employment to 32,000 men, the total number of men thus employed each season on the Norwegian sea-board being 81,400, in 20,000 boats, large and small. *Salted cod* is exported chiefly to Spain and Portugal (70 per cent. of total export), and *dried cod* to Italy, Austria (40 per cent.), Holland, &c. The average annual value of the catch of herrings is about 280,000*l.* Much progress has been made during the last century in the development of the fisheries, by aid and supervision both of the State and of local fishery boards or associations.

(*c*) *Mining* gives employment to only about 2500 men, the industry having fallen off since the beginning of the present century, when the production of iron (now almost ceased) began to decline. (See "Mineralogy.")

(*d*) *Manufacturing industry.*—This affords a livelihood to about 50,000 men. Notwithstanding a low customs tariff (almost the only revenue of the State), it has made, and continues to make, very satisfactory progress with duty-free coal (from Great Britain), raw material only nominally taxed, and water-power of great magnitude and abundance. Some branches of it contribute substantially towards the exports of the country: *wood pulp* (about 500,000*l.*), *matches* (about 100,000*l.*), *horseshoe* and other *nails* (about 150,000*l.*), *woollens* (about 130,000*l.*) In 1889 the value of the exports of Norwegian manufactures (not including planed timber and fish oil) amounted to 1,700,000*l.*, out of an aggregate export value of nearly seven and a-half millions.

(*e*) *Shipping.*—From the age of the Vikings, the Norwegians have lived principally by navigation. In proportion to the population, the shipping tonnage owned in Norway is now higher than that of any other country in the world, being eighty register tons per hundred inhabitants. In 1889 the Norwegian mercantile marine consisted of 7285 vessels of 1,611,000 tons in the aggregate, and employing nearly 56,000 men. In this respect Norway comes only after Great Britain and the U.S. of America; but a large proportion being sailing ships (including many "floating coffins"), Norway stands lower than Germany and France on the list of steam tonnage, which was 137,500 register tons in 1889, or only 9 per cent. of the total tonnage. The steamship tonnage is much on the increase, especially at Bergen. In 1888 the gross earnings of the mercantile fleet engaged in the foreign trade were estimated at more than five millions sterling, out of which about one-half was expended in foreign ports.

(*f*) *Trade.*—In 1889 the imports were officially estimated at about 10,600*l.*, and the exports at 7,400,000*l.*, the share of Great Britain being severally 31 and 33 per cent., while Germany supplied 25 per cent. of the total value of the imports and took only about 13 per cent. of that of the exports. The corresponding proportions for France were 2½ and 6 per cent. In their order of value, the imports consisted of corn and flour (1,800,000*l.*), textiles, &c. (1,600,000*l.*), coffee, sugar, tobacco, &c. (1,200,000*l.*); while 38 per cent. of the value of the exports represented timber, wood pulp, &c., 33 per cent. products of the fisheries, 24 per cent. other Norwegian productions, and 5 per cent. foreign goods re-exported.

3. **Army and Navy.**—(*a*) *Army.*—Military service is compulsory on all classes of the community, and conscription therefore embraces every citizen, not physically incapacitated, who has reached his twenty-second year. Only the clergy, Civil servants, pilot aldermen, pilots on the establishment, and (as yet) the inhabitants of Finmarken, are exempted. Substitutes cannot be provided. Even resident aliens, when not exempted by treaty, are subject to military service. Thus, British subjects domiciled (a very elastic term in Norway) in the country cannot prevent their sons from being converted into subjects of the King of Norway by compulsory enrolment. Those who contemplate settling even temporarily in Norway with sons approaching the age of liability to military conscription should keep this contingency clearly in view, together with the concurrent disability of not being able to acquire or

rent, or to sell or devise to another alien, real property in any part of the kingdom, without special permission. Conscripts who are not thoroughly capacitated, or who are under a height of 5 ft. 3 in., are relegated to the train corps, the remainder being drafted into the *line* for a period of five years, after which they are attached for four years to the militia (*Landværnet*), but only for home service. Lastly, they form part of the *Landstorm*, for local defence, during a further period of four years.

Nominally, the Norwegian army, as reorganised in 1885, is composed of about 54,000 men, including 880 officers and 3100 sergeants and corporals. The theoretical strength of the line is 36,000, of whom not more than 18,000 can be placed on a war footing without the consent of the Storthing. About 2000 horses (artillery, cavalry, and train) belong to the army. The conscripts are exercised yearly—the junior class in the infantry and in the fortress and mountain artillery for at least forty-two days, the engineer troops for fifty days, and the cavalry and horse artillery for seventy days. These are the "Recruit School" exercises; for subsequent training the men of the line are called up for at least twenty-four days, and the militia for not less than twelve days each year.

The *infantry* consists of H.M.'s Norwegian Guards, composed of two volunteer companies and of five brigades; the *cavalry* of three corps, or eight squadrons; the *field artillery*, also of three corps, of one battalion of three batteries, with six guns each.

(*b*) *Navy.*—This is manned by seamen liable to service who have been at least twelve months on board foreign-going ships, and who are between the ages of twenty-two and thirty-five. These are more than 20,000 in number, but the contingent called out is subordinate to financial considerations. Marines and seamen for coast defence, as well as "district sea-troops" (in Nordland and Tromsö), are raised under special regulations.

The *fleet*, of which the stations are—Horten (chief), Fredriksværn (equally in the Christiania fjord), Christiansand, Bergen, and Trondhjem—consists at present of 4 *monitors* (two guns each); *gunboats*: 2 first class, 7 second class, 17 third class, and 4 of older type (mostly carrying one gun), and 9 torpedo-boats. In addition to these are 2 old *steam frigates*, 2 *steam corvettes*, 2 *sailing corvettes*, 1 *tug*, and 6 *training and dockyard ships*.

The *fortresses* are all obsolete, excepting Oscarsborg on Kaholmen island, commanding at Dröbak the approach to Christiania, which is gradually being strengthened.

The chief *arsenal* is at Christiania (*Akerhus fortress*); the small-arms factory is at Kongsberg, and the powder mills at Skar, near Christiania.

The military and sea forces of the kingdom are under the superior command of the king.

4. **Finances.**—(*a*) *State.*—The public debt of the country, incurred chiefly in the construction of railways, of which 972 miles are open, amounted at the end of 1889 to a little less than six and a-half millions sterling, well covered by various assets of the State. In 1890–91 the revenue was estimated at about 2,700,000*l.*, and the expenditure at

about 2,650,000*l.* Nearly 45 per cent. of the revenue is derived from customs under a moderate tariff, which, however, falls rather heavily on sugar, coffee, tea, and other colonial produce; 11½ per cent. from the excise on spirits and malt, and the balance from stamps, succession duty, railways, Kongsberg silver mines, and other sources. There is no direct State tax on property or income.[1] The expenditure includes the following groups: King's Civil List, 26,800*l.* (1 per cent.); Storthing, 24,400*l.* (nearly 1 per cent.); State Council and Central Government, 64,300*l.* (2·4 per cent.); Army, 418,000*l.* (nearly 16 per cent.); Navy, 163,000*l.* (6 per cent.); Public Works, 548,000*l.* (20·6 per cent.); Justice, 277,000*l.* (10·4 per cent.); Interior Provincial Administration, Post and Telegraph Departments, Steamship subsidies, &c., 358,000*l.* (13·5 per cent.); Finance Department (interest on debt, local administration, pensions, &c.), 464,000*l.* (nearly 18 per cent.); Church, 263,400*l.* (9·9 per cent.); and Diplomatic and Consular services 37,600*l.* (1·4 per cent.) Railway construction has been resumed and loans for that purpose raised (1892).

(*b*) *Communal Finance.*—The communal debt amounted in 1887 to about 3,300,000*l.*; while in 1888 the taxation for local purposes (poor relief, schools, roads, Church, &c.) was little short of a million (965,000*l.*), of which very little less than one-half fell on the towns. In the rural districts it was equivalent to 7*s.*, and in the towns to 19*s.* 10*d.* per head of the population. It tells heavily on the national economy, and is all the more severely felt, since it is raised to the extent of nearly 71 per cent. in the form of a direct tax on contributors deeply indebted to the public mortgage bank and otherwise. More than 26 per cent. of the communal expenditure is for *relief* of the *poor*, of whom in 1886 there were 168,000 (74,500 heads of families, or about 8 per cent. of the population[2]). *Schools* absorb 22 per cent. of the expenditure, and roads, the Church, police, sanitary service, administration, &c., the balance.

V. Language, Literature, and Art.

1. **Language.**—Originally Norway had her own language, the *Norröne* or old Norsk. As the old *saga literature* died out during the slow decadence of the kingdom after the Calmar union the language lost its natural support and was gradually replaced by several dialects, still spoken by the majority of the rural population, and divided into two main groups—the western and the eastern. During the long connection with Denmark, Danish became the common written language of the two countries, and later also the language spoken by the cultivated classes, but with an accent more akin to that of the Swedish, and somewhat resembling Scotch, or the English accent of the Lake

[1] A Bill for the introduction of a State Income Tax is before the Storthing, 1892.

[2] In England and Wales the corresponding ratio (1890) was 2·7 per cent.; in Scotland about 2·6 per cent.; and in Ireland (with a population of about 4,700,000) about 2·3 per cent. (106,866 persons relieved).

District. Efforts have for some years been made, but not very successfully, to introduce a new spoken and literary Norwegian language (the *Landsmaal*), more akin to the language spoken by the peasantry.

Nevertheless, it is not difficult for an Englishman, and especially for a Scotchman, to acquire in a month or six weeks sufficient Norsk for travelling purposes. But the tourist who spends only a few weeks in the country need not apprehend any practical inconvenience from ignorance of the language. All the hotel-keepers and waiters in the large towns (and even in country hotels and inns), as well as many of the posting and railway station-masters, speak English, which is, indeed, fast becoming generally known throughout the country. The grammar, vocabulary, and phrases loosely attached to this book will in any case (with due observance of the rules given for pronunciation) suffice to render the traveller understood in the least linguistically enlightened or most out-of-the-way places in the country.

2. **Literature and Art.**—The Norwegians are decidedly a reading people. The long winter nights offer a great inducement to reading, and it is a remarkable phenomenon that religious books form a very large proportion of the literature consumed by the peasants and the lower classes. Norway is by far the best market for this class of books in the Dano-Norwegian language, and very many are translated from English. The British and Foreign Bible Society and the Norwegian Bible Society disseminate at low prices about 30,000 copies of the Holy Scriptures per annum. But light literature is not neglected, and especially in these later years of keen political conflict the people have acquired a taste for modern works on every kind of subject. Amongst writers of fiction Wergeland (d. 1845) and Welhaven (d. 1873) are the principal of the older period after 1814. To the same epoch belongs also the collection of the folklore. It will be remembered that a large portion of our own nursery tales are of Scandinavian origin. The Storthing votes relatively liberal sums for scientific purposes, and for pensions to eminent men of letters. The most prolific modern writers of poems, novels, and stage plays are Lie, Kjelland, Björnstjerne Björnson, and Ibsen. The two latter are now well known in Europe. Ibsen is prominently before the English public as a dramatist with a purpose, and the proclaimer of a new social gospel. His characters are often psychically abnormal. At an earlier period of his life he wrote very interesting historical plays and some good poetry. His best works are considered to be "Brand" and "Per Gynt," two versified dramas; the former in the "Faust" line, the latter a withering satire on the weaknesses of his countrymen. Björnson, after producing a matchless series of idylls of country and peasant life, has taken to plays that are not without a social gospel either, and also to politics, openly in the direction of severing the union with Sweden. Both writers are distinguished by realistic coarseness (generally excluded from translations) and by crude theories of an advanced democratic and socialistic type. Norway can also boast of several celebrated names in science and art since 1814, such as the mathematician Abel (d. 1829), the zoologist Sars (d. 1869), the Orientalist Lassen, prof. at Bonn (d. 1876), the historian Munch (d. 1863), the geologist Keilhau (d. 1858), the prof. in astronomy,

Hansteen (d. 1873), Prof. J. A. Friis, the eminent Lappish scholar and authority on the ethnology, sport, &c., of Finmarken.

The state of the public *Press*, except the lower forms of it, is creditable to the country, and is conducted with considerable talent. The first Norwegian newspaper was started in 1763. Almost every town possesses one or more, and the capital several, representing various political views, besides a Penny Magazine and many monthly publications, literary and scientific. The press is perfectly free, subject only to legal responsibility for libel, &c.

The art of *Painting* is much cultivated, and has produced many artists of European fame, trained mostly in the Düsseldorf school. The older (now deceased) painters were—J. C. Dahl (prof. at Dresden), Thos. Fearnley (Munich), both landscape; Ad. Tidemand, who studied and lived in Düsseldorf, and produced the well-known scenes from Norwegian peasant life; G. F. Eckersberg and Aug. Cappelen (of remarkable talent, though he died 1852 quite young): they were both landscape painters of the Düsseldorf school; F. Böe: still-life. Foremost among living artists are—H. F. Gude (prof. at Berlin): landscape and marines of much celebrity; Morten Müller: landscape—studied and lives at Düsseldorf; P. N. Arbo (distinguished court painter): historical, northern mythology, battle-scenes, horses, portraits—studied in Düsseldorf and Paris, and lives in Christiania; L. Munthe: landscape, remarkable colourist, well known in London—studied and lives in Düsseldorf; F. Thaulow: landscape, chiefly winter scenes—studied in Germany and also in Paris, where he is highly appreciated; Erik Werenskiold: figures and portraits, remarkable talent—studied at Munich and lives in Christiania; Hans Heyerdahl: figures and portraits; L. Skramstad: a landscape painter of great eminence; O. Sinding: landscape (views in the Lofoten islands)—studied in Germany, like W. Barth, an admirable marine painter, who also resides at Christiania. The list of living painters would not be complete without mention of Dahl of Bergen, a painter of national life and smiling beauty; V. S. Lerche: architecture and humouristic figures; Eilif Peterssen: figures; Chr. Krohg: figures; C. Uchermann: animals; Chr. Skredsvig: landscape and figures; and G. Munthe: landscape. N. Ulfsten, who died 1884, painted some very good views of the Norwegian coast.

Sculpture, studied chiefly at Copenhagen, is now represented by B. Bergslien and M. Skeibrok, who have adorned Christiania with some monuments. The late J. Middelthun was the first in this branch of art; his busts and the Schweigaard monument in front of the University at Christiania are in high repute. Stephan Sinding has already a European name as a sculptor.

Architecture.—Among many excellent architects we may well mention Paul Due, who, amongst other prominent buildings, has adorned Christiania with charming detached and semi-detached villas.

Photography.—Owing to art-cultivation and atmospheric advantages, the photography of Norway holds a high place in Europe. L. Szacinski of Christiania represents the highest perfection in that art.

There are *Theatres* in Bergen and Christiania, and some of the native actors are excellent in comedy, which is, however, generally of

a coarse character when of native origin. In the Scandinavian countries, the theatrical profession is held in high esteem and respect.

Singing is cultivated no less than music and painting. Concerts are remarkable for the great amount of native talent which they display. In drawing-rooms the vocal music is of a perfect kind.

Music.—A considerable collection of *Norwegian national airs* has been published, and some of the melodies are very charming. The constant theme of the most popular songs and favourite airs is *Gamle Norge* (Old Norway). The most celebrated composers are Grieg, Kjerulf, Ole Olsen, Joh. Svendsen, and Chr. Sinding.

VI. Measures, Weights, and Coins, compared with British.

These are happily *decimal*, and therefore easily dealt with.[1]

1. *Measures*:

(*a*) Of *length*—

1 metre	= 3 ft. 3·371 in.
1 kilometre	= 0·621 mile.
100 „	= 62 m. 243·305 yds. (about ⅔ rds.)
[1 Eng. m. = 1·609 kilom.]	
1 nautical or geog. m.	= 7·42 kilom. = 4 m.

(*b*) Of *superficies*—

1 sq. kilometre	= 0·386 sq. m.
100 „	= 38·600 „

(*c*) Of *capacity*—

1 litre	= 0·880 imp. quart.
100 „	= 22 gallons.
1 hectolitre (100 litres)	= 2·751 bushels.
100 „	= 84 quarts. 3 bushels.

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[1] The measures and weights legal before 1880 being frequently quoted, we give the equivalents:

Old Style	New Style	Approx. Eng. equivalent
1 *Mil*	= 11 kilom.	= 7 m. (6 m. 1470 yds.)
1 *Fjerdingmil*	= 2·8 „	= 1¾ m.
½ „	= 1·4 „	= 0·87 m.
1 *Tönde Land* = (100 sq. Alen)	=	= about an Eng. acre.
1 *Maal Jord* = (50 „)	=	= about ¼ „ „
4 *Maal*	=	= 1 Eng. acre.
1 *Tomme*	= 26 millim.	= 1 in.
1 *Fod* (12 Tomme)	= 0·314 metre	= 1 ft. (1·029); or 1 metre = 3·187 Fod.
1 *Alen* (Ell or 2 Fod)	= 62·8 centim.	= 2 ft. (2·058).
1 *Skaalpund*	= 0·498 kilog.	= 1⅛ lbs.; or 1 kilog. = 2·007 Skaalpund.
1 *Bismerpund* (12 Skaalpund)	= 5·976 kilog.	= 13 lbs. 3 oz.
1 *Lispund*	= 8 „	= 17·6 lbs.
1 *Vog*	= 18 „	= 39·64 lbs.
1 *Skippund*	= 160 „	= 352·32 lbs.
1 *Pot*	= 1 litre (0·965)	= 1 imp. quart; or 1 litre = 1·036 Pot.

2. *Weights*:

1 kilogramme .	.	= 2·205 lbs. Av. (nearly 2¼ lbs.)
100 „ .	.	= 1 cwt. 3 qrs. 24 lbs.
1000 „ (commercially)		= 1 ton.

3. *Currency.*—Since 1877[1] the currency of Norway has been decimal, like that of Sweden and Denmark, with the *krone* (pl. *kroner*) as the unit, divided into 100 öre.

Practically, 18 kroner are given for 1*l.*, and 90 öre for a shilling. A krone is, therefore, equal to 1*s.* 1½*d.*, and an öre to a little above half a farthing.

The *coins* are as follows:

(*a*) Gold pieces:

	£	*s.*	*d.*	
20 kroner . . .	= 1	2	2⅔	(English).
10 „ . . .	= 0	11	1⅓	„

(*b*) Silver:

1 krone . . .	= 0	1	1⅓	„
50 öre . . .	= 0	0	6⅔	„
25 „	= 0	0	3⅓	„
10 „	= 0	0	1⅓	„

(*c*) Bronze:

The bronze tokens are severally for 5, 2, and 1 öre.

The coins of the three Scandinavian kingdoms are freely interchangeable, at par value. A supply (easily obtainable) of silver coin (*Smaapenge*, or small coin) should always be carried by travellers in the interior of the country, where banknotes or gold pieces (Norwegian or British) are sometimes difficult to change.

The *paper currency* (always at par) consists of banknotes for 1000 kr., 500 kr., 100 kr., 50 kr., 10 kr., and 5 kr.

Except in towns (where Swedish or Danish notes circulate at par), it is best to carry only Norwegian banknotes, and none above the value of 50 kr.

[*Obs.*—British banknotes are readily exchanged by bankers, tourist agents, and at hotels, sometimes at the current rate of exchange (minus commission), which can rise to 18.20 kr. per £. Bankers always give the current exchange for circular notes, as well as for cheques, when the parties drawing them are known. Many of the British Vice-Consuls on the coast do banking business.]

A table reducing British into Norwegian money, and *vice versâ*, will be found inside the cover of this book.

[1] Previously, the denominations of the currency were specie dollars, marks, and skillings. They are still occasionally quoted by the peasantry. They represented—

1 S. dollar, about 4*s.* 6*d.* (4 kr.)
1 mark or ort (24 skillings), about 10¾*d.*
1 skilling, a little less than ½*d.*

VII. Mails and Postages; Telegraph and Telephone.

1. *Mails.*—Letters from Great Britain to any part of Norway, *viâ* Copenhagen, go first to Christiania, and *vice versâ*, so that letters addressed to Bergen or Trondhjem reach in about five to six days—viz. two and a-half to three days for the route from England to Christiania, two to three days from Christiania to Bergen, or one day from Christiania to Trondhjem. Tourists travelling in Norway should have their letters sent by the mail steamers running between Newcastle-on-Tyne and Bergen three times a week. The envelopes must be crossed *viâ* Newcastle.

2. *Post-offices.*—For a half-ounce letter between Great Britain and Norway a 2½*d.* (20 öre) stamp is required. The postage from Norway to Sweden or Denmark is 10 öre, and to all other parts of Europe, as well as to the United States of America, 20 öre. The inland minimum rate is 10 öre.

Should the postage not be prepaid, or be paid short of the full amount, the receiver is charged in some cases nearly three times the deficiency.

Foreign post-cards are 10 öre each; inland (Sweden and Denmark included) 5 öre.

The registering fee for foreign letters is 20 öre, for inland 10 öre.

Foreign money letters can only be sent as registered letters, the responsibility of the post-office being as for a registered letter, not for the actual value transmitted.

3. *Telegraphs.*—The internal rate is 50 öre for the first ten words, and 5 öre more for every additional word; from any station in Norway to any in Great Britain, 26 öre for each word, three words being the minimum number.

To the United States the charge ranges from 75 öre to 2.10 kr. per word, according to the distance of destination beyond New York.

A word must not contain more than fifteen letters for inland telegrams, and ten letters for foreign; five figures count as a word for inland, and three for foreign telegrams; stops are not counted. The address and signature are included in the number of words in all telegrams, but the telegraph-office does not require the signature to be added. Travellers will find that most places they visit are within the telegraph system. Telegrams must be written legibly *in ink*.

4. *Telephone.*—This highly useful service is more developed in Norway than in most other countries. At Christiania, for instance, not only business, but social engagements, household purchases, &c., are effected and arranged by telephone.

N.B.—Locally, the tax is only 50 öre for a conversation of five minutes, but 50 öre extra are payable when the communication is with a neighbouring town having a separate telephone system. Even the posting-stations on the main Routes are now frequently found connected by this rapid means of communication.

VIII. Sport: Angling and Shooting.

I. **Angling.**—The countless lakes and rivers of Norway, mostly well stocked with fish, render the country the most tempting one in Europe to the angler. The fish of foremost interest are *salmon*, *trout*, *grayling*, and *char*.

Fishery Laws, &c.—The right of freshwater fishing (including the tideways) accrues as a rule in Norway to the owner of the soil. In the interior of the country there are many high-lying wood and mountain districts which do not belong to private individuals, but which form so-called "Almenninger," or common lands, used in common by the people dwelling in the adjacent parish or parishes; and in the rivers of those almenninger every inhabitant of the district has a right to fish. In the northernmost parts of the country, more especially, the State owns large districts, and in these the whole of the fishing rights belong to the State or its lessees. The superintendence of the salmon and other freshwater fisheries is entrusted to an inspector of fisheries at Christiania. The law of June 20, 1891,[1] prohibits the catching or killing of *salmon* and *sea-trout* in the sea from Aug. 26 to April 14, and in lakes and rivers from Aug. 26 to April 30, both dates included. There is also a weekly close-time, which, from the commencement of the year 1893, will last from Friday 6 P.M. to Monday 6 P.M. In 1892 the close-time will be from Saturday 6 P.M. to Sunday 6 P.M., but in many provinces, by special Government decrees, 3, and in some instances 4, days' extension of such time is authorised in respect of the use of *kilenöter* (bag-nets) in the sea, and nets and traps in rivers during that year. Rod-fishing is permitted during the weekly close-time. Nets with smaller meshes than 5·8 cm. (= 2·28 in.) between the knots may not be employed in taking salmon or sea-trout, and the same rule applies to the distance between vertical bars in traps. The use of *leisters* (spears) or foul-hooking engines is prohibited; likewise all apparatus or methods of fishing by which *salmon* or *trout fry* of a length less than 21 cm. (= 8·27 in.) may be caught. The sale of such fry is prohibited. Fixed nets or other fixed engines cannot as a rule be used nearer the mid-stream line (*medium filum*)[2] than at one-eighth (or in certain cases one-sixth) of the width of the river. The Government can prohibit the use of certain kinds of nets at the mouths of salmon rivers. For sea-trout most of these rules hold good only for the rivers in which salmon are caught, and with regard to the fjords or sea. Infringement of the above rules involves a fine, and in certain cases confiscation. The public prosecutor institutes proceedings. Fishery overseers (or bailiffs) are in most districts established. Expenses connected with this are to be provided for, half by an impost on the fishery owners, and the remainder by a grant from the Treasury. These laws and regulations do not apply to rivers that form the boun-

[1] An Eng. abstract has been published by F. Beyer, Bergen.

[2] The site of which is to be determined, in the event of dispute, by the decision of the "Lensmand" (police magistrate) and 2 men appointed by the Foged (baillie).

dary of a neighbouring State (namely, the Tana, Pasvik, and Östre Jacobs elv), where the Government is empowered to make regulations for the fishing. A special ordinance of May 4, 1872, regulates the fishing in the Tana.

In regard to the taking of other freshwater fish, a law of May 27, 1887, empowers the Government, on petition from the local authorities, to forbid within a certain district the use of fishing appliances considered to be hurtful to the fishery, and also to establish an annual close time for the different kinds of fish. A fine is leviable for the transgression of such rules. A number of them have been made, especially for districts within the prefectures of Hedemarken, Christian, and Buskerud. Anglers should bear in mind that some of the rules contain a prohibition either of rod-fishing or of the use of certain kinds of angling appliances. Fishermen should therefore, in every district in which they wish to fish, inquire from the lensman (the local police magistrate) or from some other reliable person the nature and scope of existing local regulations. A list of all angling prohibitions is generally published every second or third year by the Inspector of Fisheries in the "Norsk Jæger-og Fisker-Forenings Tidskrift" (the Norwegian Shooting and Fishing Association Magazine). Aliens, as well as natives, can become members of the association by paying an annual subscription of 5 kr. (5*s.* 6*d.*), or one sum of 100 kr. (5*l.* 11*s.* 1*d.*) Members receive without further payment a copy of a journal published quarterly. Names and subscriptions can be given to M. Lund, bookseller, Christiania.

The pay of boatmen and gillies is generally 2 to 3 kr. per diem, according to the locality and season.

Season for Fishing.—In comparison with the rivers in Great Britain and Ireland, the Norwegian salmon rivers are late and the fishing season short. Generally speaking, July must be considered as the best month for fishing. In the southern and western districts, and in those about Trondhjem the fishing in many of the rivers is good also in the last half of June, but seldom earlier; while, especially in the northern districts, the month of August, or the first half of it, is just as good as, or even better than, July. In several rivers in the northern part of the country good sport can be had even in the latter half of August—in a few rivers even in the first half of September.

It will, however, be seen from our description of the several rivers that the fishing season varies greatly, even in the case of rivers quite close to each other. It should be specially borne in mind that rivers which in their lower course flow through large and deep lakes are generally late. The largest fish are caught as a rule at the beginning of the fishing season. Grilse do not ordinarily appear much before the end of June.

Without taking into account the autumn floods, there are in all the large rivers of Norway—in many of the smaller ones also—as a rule, two regular floods in the year. The first, early in the spring, caused by the melting of snow in the valleys and on the lower, often wooded, hills; the second, and far heavier one, at the end of May or in the first half of June, due to the thawing of the snow on the vast mountain plateaux,

Until the flood last-mentioned (which does not, as a rule, occur in rivers of which the channels do not partly run through high mountains or mountainous districts) has partly subsided, it is hardly worth the trouble of attempting to fish for salmon.

Fishing Leases.—The hiring of a salmon river in Norway is always attended with some difficulty, as proprietary rights are greatly subdivided, involving, as a rule (especially in the case of large rivers), agreements with a great number of owners. Until very recently there have been scarcely any agents in Norway to assist in the preparation of such contracts, and foreigners have therefore been obliged to seek the aid of personal friends.[1]

Assistance of a reliable kind can also be had at the local tourist associations that now exist in most parts of the country. British sporting interests are well guarded along the Norwegian coast by Vice-Consuls, who are able and ever ready to give aid and advice.

We now proceed to describe in a general way the various kinds of angling in the order of their importance. (For further details see several Routes.)

A. Salmon.—In the coast districts there are salmon in almost every river, and there are hundreds of streams in which this noble fish occurs. The greater part of the rivers are, however, small, or even diminutive. Owing to the extremely rugged character of the country, which causes nearly all the river-beds to have a rather steep declivity, and which are more or less full of waterfalls, the salmon, even in the large rivers, as a rule, succeed in running up only a comparatively short distance. With the exception of the Tana river, in Finmarken, where salmon ascend to a distance exceeding 300 m. (including tributaries), there are no rivers in Norway in which salmon go up more than 70 m. There are, in fact, not more than a dozen accessible for salmon for a greater distance than 30 m., and only twenty-seven where they can ascend more than 15. Relatively to the extent of their catchment basins (hereafter designated *c. b.*), the rivers in W. and N. Norway carry a comparatively vast volume of water, on account of the excessive rainfall in the coast districts. Some of the rivers (especially in the Bergen "Stift") are, moreover, fed from glaciers, and these have, especially in hot summers, a rich water supply. A large number, therefore, of the smaller salmon rivers are well fitted for sportsmen, at all events for some part of the season. Rod-fishing in the rivers, however, is no longer so productive as it was some time ago. Beyond all doubt the number of salmon in the rivers has diminished, despite the measures and appliances enjoined by the Government for fishery preservation. This is due mainly to the very large increase during the last twenty-five years in the number of appliances for catching fish in the sea, especially the so-called "kilenöter" (something like the Scotch bag-nets), of which there exist at present in Norway not far from 6000, while their number is yearly on the increase by some hundreds. But, despite the fact that far too many salmon are caught in the sea before they ascend

[1] For Fishery Agents, see *Index*.

the rivers, rod-fishing for them in many rivers is still excellent. Thus, in the early part of July 1885, three sportsmen caught in a short reach of the Namsen r., within four days, 48 salmon, weighing 857 lbs. In the Tana r. an Englishman caught in the same year, in one day, 335 lbs. weight of salmon. In the Vefsen r. two others caught, in the summer of 1888, 288 salmon, weighing together more than 5200 lbs. The size of the fish varies very much in the several rivers, but must, on the whole, be characterised as considerable. Year by year a fish or two of extraordinary size is occasionally netted or caught. In the Voss r. a fish was caught (in 1884) of 52 lbs. It was hooked by an English lady, and landed by her husband; while in the Tana, the Russian Crown bailiff landed (in 1879, at Utsjok) a salmon of the enormous weight of 73 lbs. This is, perhaps, the biggest salmon that has ever been caught in any river with rod and line. On the Aarö r., in Sogn, well-known for its large and clumsy fish, a story is told of a salmon having been taken (not with the rod) of the unusual weight of nearly 100 lbs. But the trustworthiness of this record is not fully established. Nevertheless, it is a fact that five or six years ago, in the winter time (a little before Christmas), a dead salmon, probably killed by the ice, weighing 60 lbs., was found in the same river; in summer, when "in condition," it must have weighed considerably more.

Although there is so great a number of salmon rivers in Norway, it is not very easy to rent one. Very many of them, when frequented by salmon, are naturally too small to offer sufficient sport. In any case, they afford the chance of sport for so short a time each year that no fisherman would consider it worth his while to pass the summer on the spot. Of the considerable number of rivers which the sportsman might deem to be worth fishing, very few remain unleased; for it has become more and more usual for English sportsmen to rent Norwegian rivers for a period of years, and consequently nearly all the first-class waters have already been taken by fishermen who have rented either the whole of a river or the best available reaches of it. Except on the expiration of contracts, there are few opportunities of acquiring good salmon-fishing rights. Even in such contingencies, the lease is generally extended or transferred by the lessee to a friend, without public advertisement. There are, however, still, in the S. of Norway, some large rivers, either unlet or let only for short stretches. The fishing on them being so valuable to the owners, the rent for an entire river, or for good stretches of it, would be exorbitant.

This is the case in respect of the Laagen at Laurvik, the Nisser or Nid r. at Arendal, and the Mandals r. at Mandal (of which more anon). Even second and third class rivers are now for the most part taken up, especially in S. and W. Norway, where, however, a few still remain either unlet or leased to Norwegians with the object and right of sub-letting.

It is, however, chiefly in the northernmost districts of Norway—in the prefectures of Tromsö and Finmarken—that there is still a rich field for those who are prepared to stay four or five weeks in wilds remote from civilisation, where the sportsman must, as a rule, either sleep in a tent or in a hut built and furnished for his special use; where no

provisions (except butter and milk) are obtainable, and where constant war must be waged against that summer plague of Northern lands—the mosquito.[1] On the other hand, Nature in those wilds appears to the traveller in an aspect full of novel charm and interest. Night is there turned into day by the mild rays of the midnight sun; unfamiliar notes of arctic birds strike the ear from wood and copse, from mountains, lakes, and morasses; while the foot each moment presses rare flowers and plants. In some of the rivers and lakes the fish have not hitherto seen an artificial fly or a "phantom minnow."[2] Spare moments can be devoted to the exceptional opportunity of studying the mode of life and the customs of one of the most remarkable races in Europe—viz. the Lapps.

As regards third and fourth class rivers, they can be found in almost every district of Western Norway (Ryfylke, Hardanger, Sogn, Söndfjord, Nordfjord, &c.), where beautiful and characteristic surroundings generally impart an additional value to the stream itself, which can usually be fished from the bank, a boat not being necessary as in the case of the larger rivers. Moreover, in a great number of the small rivers in question there is ample opportunity for catching *sea-trout*; and, as a rule, they can be rented at a moderate price—an advantage that does not frequently occur in the case of first and second class rivers.

We proceed to mention some of the *best salmon rivers* in Norway, beginning at the Russian frontier and following the coast southwards.[3] The means of reaching them, the accommodation to be obtained, &c., must be sought in the several Routes in which the rivers occur.

1. The *Pasvik* (*c. b.* about 4400 Eng. sq. m., *d.* 7 m.) forms for a long distance the boundary of Russia, but runs at its lower part entirely through Norwegian territory. The bulk of the salmon (which run up to 50 and 60 lbs.) do not get beyond the Skoltefos, only 2 or 3 m. from the fjord. (See Route 45.)

2. The *E. Jacobs elv*, some m. to the E., and the *Neiden* (*c. b.* about 540 sq. m.), some m. W. of the Pasvik, are good salmon rivers. For particulars respecting the Neiden, apply to Mr. Hans Esbensen, Vadsö.

3. The *Tana* (*c. b.* about 5700 sq. m.) is one of the largest rivers in Norway, and for a long distance divides the kingdom from the Grand Duchy of Finland. It is a first-rate sporting river, but the angler will hardly be able to avoid living in a tent, serviceable cottages being scarce. The best places for fishing are found at certain *Fosses*, called *Guoika* in Lappish (and which are rapids rather than waterfalls), viz. *Seidafos*, *Storfossene*, *Galgofos*, as well as at the

[1] For precautions, see "XI. Hints to Travellers."

[2] We cannot attempt to give advice in regard to the tackle, flies, and other artificial bait to be used in various parts of the country, of which the requirements are well known to British tackle-makers. Very good English appliances can now be obtained in the principal cities of Norway, especially at Christiania.

[3] In parenthesis, after the names, are given in most cases the size of the catchment basin (*c. b.*), and the approximate distance (*d.*) to which salmon can run up.

mouths of the tributaries—the *Levojok* and the *Valijok*. The latter is about 110 m. from the estuary of the Tana. Exceptionally as regards Norwegian rivers, neither the whole of the Tana, nor any portion of it, can be obtained on lease with an exclusive right of fishing. As the boundary between Norway and Russian Finland, and the fishing being of great importance to the Lapps and Finns, a special law regulates the catching of salmon in the Tana. The resident inhabitants of the district (mostly Lapps and Finns) have equal fishing rights in the river, while those who dwell outside the district, whether Norwegians or aliens, must take an annual license from the *Foged* (baillie) of Tana, at a cost to foreigners of 60 kr. (3*l.* 6*s.* 8*d.*)[1] The license gives the holder a right to fish in any part of the river where both banks are within Norwegian territory. But anyone wishing to fish in that part which forms the frontier (viz. in the best places) must obtain a similar license (not exclusive) from the "Crown Lensman" in Utsjok. The salmon in the Tana are of considerable size, and most excellent for the table. The latter quality applies generally to rivers in Finmarken. Out of 153 salmon taken in 1886 in the Tana by two Englishmen, nineteen were over 25 lbs., while seven were over 30 lbs. in weight; the average weight being about 20 lbs.

In August there is excellent *sea-trout* fishing at the mouth of the river.

4. A river far too little noticed by the angler, but admirably adapted for rod-fishing, is the *Laks-elv*. It falls into the head of the great Porsangerfjord, which cuts into the district directly E. of the N. Cape. (See Route 45.) *Kistrand* is the nearest stopping-place for the steamer —about 30 m. from the mouth of the river. At no great distance there is a dwelling-house, but household requisites must be brought. The salmon are from 12 to 30 lbs. weight, and often larger. The best fishing is below the Kobbefos. In August there is first-rate *sea-trout* fishing in the lower part of the river. As the Laks-elv is owned chiefly by the State, application for a lease must be made to the Foged in Hammerfest.

5. Few rivers in Norway have gained so great a repute as the *Alten* (*c. b.* about 2660 sq. m., *d.* 28 m.), which for many years was rented by the late Duke of Roxburghe. In 1847 an Englishman took in it, within fourteen days, 2500 lbs. of salmon, weighing from 15 to 35 lbs., and it is still a splendid salmon river. The whole of it has recently been leased to an Englishman for twenty years. In 1890 his party, consisting of four rods, landed 11,970 lbs., the average weight of the fish being 21½ lbs.

6. The *Reisen elv* (*c. b.* 1190 sq. m., *d.* 60 m.), between Hammerfest and Tromsö, was in earlier days known as a capital sporting river, but is said to have fallen off considerably of late. The best fishing places are in the neighbourhood of the *Övrefos*, above which salmon do not ascend. A great number of salmon usually lie immediately under this fall, but the spot is difficult of access on account of the rugged nature of the banks. Not far from it is an available house that belongs to the State, which owns also the greater part of the river. The

[1] The price will, perhaps, soon be somewhat raised.

lower 8 m. are useless for fishing, the river becoming very clayey after the confluence of a tributary. Applications for a lease must be made to the Foged, or to Mr. Odin Tröye, both at Tromsö.

7. At the head of the Salten Fjord, near Bodö, is the *Saltdals elv* (*c. b.* 660 sq. m., *d.* 30 m.), a river with a considerable volume of water. The greater part of the stream is very rapid, and it sometimes shifts its course. Running through a beautiful valley containing many large and well-built houses, a lessee can easily procure suitable accommodation. The fishing is leased to a Norwegian, who is, however, willing to sublet. It is a very late river, the best season being generally August, and it is scarcely worth trying before the latter half of July. In autumn it holds a considerable quantity of *sea-trout*.

8. The considerable *Vefsen* r. (*c. b.* 1968 sq. m.) disembogues at the small town of Mosjöen. Very few salmon had succeeded in surmounting the Fosjordfos (about 10 m. from the fjord) until the present salmon-ladder was constructed. A great number of salmon now run up to the Laksfos, about 9 m. higher up, and no doubt even farther. Salmon-ladders have also been placed at the Laksfos (over 50 ft. high) as well as at the Fellingfos (14 ft.), 6 m. beyond. The considerable extension of accessible spawning-beds will no doubt increase vastly the quantity of salmon in the Vefsen, which is even now by no means small.

Timber floating, formerly very disturbing to the fishing, has now almost ceased, since the pine-forests, the remnants of which belong to the English North of Europe Land Company, were almost entirely destroyed by a former company. Inquiries respecting leases should be made to the British Vice-Consul at Mosjöen, or to Herr Johan Brodtkorb at Thjötö. (For further particulars, see Route 40.)

9. Amongst all the salmon rivers of Norway perhaps none have stood in such high estimation as the *Namsen* (*c. b.* 2428 sq. m., *d.* 42 m.), which falls into the Namsenfjord at the small town of Namsos, in N. Trondhjem pref. The upper reaches have for many years been rented by English fishermen, and during latter years the leases have extended to almost the entire river, excepting its lowest part, where the stream is too still for fishing. Of late years seven to nine English sporting parties have fished the river. Numerous well-built houses are to be found in the neighbourhood, and many of the inhabitants are able to supply all necessary service and attention. The salmon in this river are large, fish of 40 lbs. weight being not uncommon; but the size has perceptibly diminished. Although during the last twenty years a great number of "Kilenöter" have been used in the fjord and on the adjoining coast, yet that the river is rich in fish is evident from the amount caught every year. Official returns for the years 1886–88 show a yearly average of about 22,000 lbs., of which by far the larger quantity was taken by the rod. Timber floating (on a considerable scale) is no small impediment to the angler.

10. No fewer than six fine rivers run into the Trondhjem fjord—viz. the *Stenkjær elv*, the *Værdal*, the *Stjördal*, the *Nid*, the *Gula*, and the *Orkla*. Of these, the Gula and the Orkla must be noted as first-class rivers; next in rank come the Stjördal and the Stenkjær, which are also good rivers; while, notwithstanding its size, the Nid

(*c. b.* 1247 sq. m.) is unimportant as a salmon river, the picturesque Lerfos preventing fish from going up the river more than a few miles.

The *Værdal* r. (*c. b.* 567 sq. m., *d.* 18 m.) is certainly better than the Nid r., but by no means equal to expectations from its appearance, owing, perhaps chiefly, to its becoming much discoloured in floods by clay. On the *Stenkjær* r. (718 sq. m.), which forms the outlet of the Snaasen lake (about 30 m. in length), there is little, if any, fishing above the small Byfos, about 3 m. from the fjord. The regulating power of the Snaasen lake renders the water supply in this river exceptionally even, and the level is only to a slight extent influenced by sudden floods. The low temperature of the water in early summer (caused by its flowing from the lake) makes the river a much later one than the other rivers flowing into the Trondhjem fjord. The best season for fishing is therefore usually August or the end of July. Almost the whole of the fishing belongs to Mr. Gram, who lives close to Stenkjær. It has for many years been leased by an Englishman. (See Route 38.) The *Stjördals elv* (*c. b.* 868 sq. m., *d.* 33 m.) is far earlier than the Stenkjær, but in dry summers becomes too low as the season advances. June and the early part of July is the proper fishing time; and the best reaches are in the upper part of the river, which for a number of years has been let to Englishmen. The lower part of the river, which affords fairly good sport, is frequently unlet. (See Route 37.) The *Gula* (*c. b.* 1405 sq. m., *d.* 67 m.) has, like the Namsen, been most visited by foreign anglers. Of late years the river has been leased by five or six parties of Englishmen. There is certainly room for more, even though the *best* reaches are taken. Below the Gulfos (near Hovin rly. stat.) the river is less fitted for rod-fishing than higher up, since it here takes in a very clayey tributary, and becomes therefore in its lower course too thick during floods. (See Route 14.) The *Orkla* (*c. b.* 1347 sq. m., *d.* 56 m.) is likewise a salmon river admirably furnished with numerous fine pools, spread over a course of about 40 m. There are generally three or four English parties on it. In both of the two last-named rivers the fishing would be enormously improved if anglers would buy up the fishing rights in the lower part of the river, where the owners use only sweep-nets, which kill a far greater quantity of fish than that taken by the rod in the upper reaches of the river.

11. The Nordmöre bailiwick has two large rivers, the *Surna* or *Surendals elv* (*c. b.* 420 sq. m., *d.* 30 m.), and the *Driva* or *Sundals elv* (*c. b.* 1004 sq. m., *d.* 50 m.) They are both very good salmon rivers. Almost the whole of the Surna has for a long time been let for angling. On the other hand, the Driva is at present let only in its lowest part. If the numerous traps in the many small fosses of the river, in which a considerable number of fish are killed, and which seriously prevent the fish from ascending, were bought off, wonderful sport would be obtained above the reaches already occupied to a distance of 20 m. from the fjord. Higher up, the banks of the river are generally so rugged that rod-fishing is in most places impossible. Lensmand Öie in Sundalen might promote such an arrangement. In some seasons an immense number of *sea-trout* are taken in these rivers. They are locally called *kludd.*

12. In the Romsdal bailiwick, renowned for its beautiful scenery, are two large salmon rivers—the *Era* or *Eridsfjord elv* (*c. b.* 425 sq. m., *d.* 24 m.) and the *Rauma* (*c. b.* 458 sq. m., *d.* 27 m.) The Era runs through the Eikisdalsvand lake (about 12 m. long), which is one of the most beautiful, if not the grandest, sheet of water of all the thousands of Norwegian lakes. The fishing is almost exclusively on the 4 or 5 m. reach between the sea and Eikisdalsvand. In 1860, 2569 lbs. of salmon were taken by one rod in thirty-nine days—*i.e.* on an average about 66 lbs. a day. The large number of "kilenöter," however, which have later been used on the coast, render no longer possible so large a catch. The reach below the lake has for a number of years been leased to an Englishman, who in the autumn of 1889 established a hatching apparatus calculated to hatch out 200,000 young salmon yearly. The *Rauma* has also of late years given less sport than formerly. But it must still be mentioned as an excellent river. One part of it is owned, and another rented, by Englishmen; but some parts of the river suitable for angling are generally available. The old Aak Hotel water belongs to an English gentleman.

13. The two best rivers in the Bergen *stift* (eccles. prov.) are the *Lærdals elv* (*c. b.* 442 sq. m., *d.* 14 m.), in Sogn, and the *Vosse elv* or *Bolstad elv* in Voss. The former is one of the rivers in Norway which were first rented by English fishermen, and it has ever since maintained its repute as an excellent river for sport. Almost all that portion of the river in which salmon are found has therefore during a long period been leased. At present the entire river is leased by an Englishman. In 1881, 6088 lbs. of salmon were caught by rod in it, in addition to a large quantity of *sea-trout*. It is remarkable for the fact, so rare in Norway, that all the best water can be fished from the bank.

The *Vosse elv* (*c. b.* 544 sq. m., *d.* 20 m.) is certainly not comparable with the Lærdal r., but gives excellent sport. The best fishing places are in the reach from Evangervand down to the sea (2 to 3 m.), and in a reach of about the same length just above the lake. The greater part of the river is leased, partly by an Englishman, partly by a Norwegian (willing to sublet a part to foreigners). The salmon in this river often run very large, although their size seems even there to have decreased in consequence of the excessive use of "kilenöter" in the fjord and on the shore outside.

14. The best sporting rivers in Stavanger pref. are the *Suldals elv* (*c. b.* 586 sq. m., *d.* 15 m.), in Ryfylke, and *Tengs elv* or *Bjerkreims elv*, at Egersund. The first (which runs through the Suldals lake (17 m.) is a very late river. The best fishing does not usually begin before August or late in July, and in the upper part of the river still later. One reason of this is the existence of a fall (Sandsfos) close to the outlet in the sea, which the salmon cannot pass before the water has fallen considerably after the spring flood. It is therefore permitted to fish up to the end of October in this river. The whole of the river below the *Suldalsvand* (and it is only on this part that there is fishing) is leased for a long period of years to three Englishmen, who have made various arrangements to help the fish to ascend both the Sands-

fos and a fall farther up. The salmon in this river attain a considerable size, and their number appears to have increased since the fishing was leased about seven years ago. In the *Tengs elv* (*c. b.* 265 sq. m.) salmon have only exceptionally ascended beyond the Foslands-fos, a couple of miles from the estuary, where, as a rule, they have been stopped, partly by the waterfall, partly by a trap placed there. But in 1888 the Egersund Fishing Club hired the upper part of the river, removed the trap, and made a pass in the fall, so that salmon now get up without much difficulty. As above the fall the river contains a number of fine spawning beds, it may be assumed that in a few years there will be capital angling, and that the number of salmon will materially increase in the river. Hitherto the fish in the Tengs elv have run very small, one of 17 lbs. having been the largest taken by an English sportsman who had the river for some years. Larger or smaller reaches of the river may possibly be leased from the club above mentioned.

15. In the pref. of Lister and Mandal (one of the best salmon fishing districts in Norway) there are, in addition to some smaller ones, four important salmon rivers—viz. the *Kvina*, or *Kvinesdals elv* (*c. b.* 614 sq. m., *d.* 7 m.), the *Mandals elv*, the *Torrisdals elv* (or *Otter elv*), and the *Topdals elv*. By the lease (three or four years ago) of the Kvina to an Englishman, that river, wonderfully adapted as it is by nature for fishing, was saved from the ruin that threatened it as a result of the mischievous use (now abolished) of "Troldgarn" or nets closely resembling the Welsh trammel-nets.

The *Mandals elv* (*c. b.* 680 sq. m., *d.* 35 m.) is at the present date the most productive salmon river in Norway. Between 1884–86 the average annual take was officially reported to be something over 61,800 lbs. Of that quantity scarcely any part was caught by the rod, since only a very small portion of the river had been (and still is) leased for rod-fishing. If the whole of the river were leased for sport it would probably (at any rate in summers with favourable conditions of water) become a better sporting water than any other Norwegian river, the greater part of that portion of it which is accessible to salmon being well adapted for fishing with the rod. But the rent would be heavy. It is one of the earliest rivers in Norway, as some salmon ascend even in the month of April. The *Torrisdals elv* (*c. b.* 1413 sq. m., *d.* 9 m.), which runs into the sea at Christiansand, has suffered much from being fouled by a large sawmill at Vigelands fos, where the ascent of the salmon finds its limit. The best fishing is on the Vigeland water, belonging to Mr. Consul Wild, in Christiansand. The fishery here is not leased, but a lower reach has for a number of years been rented by a fishing club at Christiansand.

Of far greater importance than the Torrisdal r. is the *Topdals elv* (*c. b.* 734 sq. m., *d.* 30 m.), though only half its size, and lying some few m. farther E. There is a fall in it (Boenfos), about 4 m. from the sea and about 45 ft. high. Notwithstanding the height of the *fos* and its steep fall, salmon contrive, under favourable conditions of water, to ascend it in numbers by no means inconsiderable. In fact this is the highest fall not only in Norway, but in the whole of Europe, which salmon can ascend without a ladder. The great majority of fish remain, however, below the waterfall, and are caught in the waters

under it. The fishing there is one of the best for salmon in Norway. The owner (Mr. Hegermann) does not wish to let the fishing for a long period, although permission to fish with a rod for some days, or perhaps weeks, may sometimes be obtained. Rod-fishing above the fall will hardly repay the angler, excepting, perhaps, in the short reach between the Flaksvand lake and the Teinefos, which, though much lower than the Boenfos, is undoubtedly a greater hindrance to the ascending of fish than the latter. The fish in this river are of an unusual shape, being very narrow in proportion to their length, and they never attain any great weight.

16. In Nedenæs pref. there is only one large salmon river—the *Nisser elv*, called also the Nid elv (*c. b.* 1533 sq. m., *d.* 7 m.) The take of fish in this river has of late years been 15,000 to 18,000 lbs. annually; very few, however, are caught with the rod. Rod-fishing has hitherto been very little resorted to in this river, though in many places it seems naturally adapted for sport. The best water is owned by Mr. C. A. Boe, of Arendal.

17. In the pref. of Jarlsberg and Laurvik there is likewise only one salmon river—viz. the *Laagen* (*c. b.* 2186 sq. m., *d.* 40 m.), which has its outlet at Laurvik. Here also rod-fishing has hitherto been little practised, although several reaches of the river can give good sport. Owing to the constantly increasing use in the lower half of this river of the so-called "Evje"- or "Flaade"-fishing (fixed nets peculiar to this river), first-rate rod-fishing can, perhaps, no longer be expected; but good sport may still be had on the waters belonging to Mr. H. J. Aschjem. (For a lease apply to a fishery agent, Christiania.) If some at least of the most productive nets or traps in the lower part of the river were leased (at considerable expense), splendid sport would no doubt be obtained. Rod-fishing in the Laagen has long encountered a serious obstacle in the refuse discharged from a wood-pulp mill at the Vittingfos. But this mischievous practice has now been stopped by the Government.

18. Only one considerable Norwegian salmon river, the *Drams elv* (*c. b.* 6520 sq. m., *d.* 18 m.), remains to be mentioned. Next to the Mandal r., it is the most productive in the country. It is, however, of little use for rod-fishing, as the salmon are very unwilling to take the fly or minnow, owing perhaps to the great depth of the river.

Having thus shortly mentioned all the salmon rivers in Norway that are most valuable to the rod-fisher, we now enumerate (yet more concisely) *rivers* of the *second* and *third class* (or perhaps even of the *fourth* class), following the same geographical order as before. In most cases we continue to state in parenthesis the extent of the river basins (*c. b.*) as well as the distances (*d.*) to which salmon ascend.

1. In Finmarken pref.: The *W. Jacobs elv* (3 m.) and *Skal elv*, both near Vadsö; the *Kongsfjord elv*, between Vardö and the Tanafjord.

2. In Tromsö pref.: The *Maals elv* (*c. b.* 2231 sq. m., *d.* 23 m.), where the number of salmon is not such as might be expected from the considerable size of the river, which would no doubt be enormously improved, if a salmon pass were constructed at the Malangen-fos.

3. In Nordland pref.: The *Rydsaaen* (*c. b.* 834 sq. m., *d.* 10 m.)—the upper part suited for fishing, the lower (with clayey water) unfit; the

Fust elv, in Vefsen (*c. b.* 224 sq. m., *d.* 6 m.)—generally let; and the *Bindals elv*—let; the *Ranen* (*c. b.* 1623 sq. m.), the largest river but one in Nordland, but not adapted for fishing.

4. N. Trondhjem pref.: The *Bonga elv* (*c. b.* 150 sq. m., *d.* 8 m.); the *Aargaards elv* (*c. b.* 208 sq. m., *d.* 4 m.)

5. Romsdal pref.: The *Todals elv* (*c. b.* 85 sq. m., *d.* 14 m.); the *Valdals elv* (*c. b.* 131 sq. m.)—let.

6. N. Bergenhus pref.: The *Eids* or *Horningdals elv* (*c. b.* 207 sq. m., *d.* 7 m.)—the greater part of it let to a Norwegian;[1] the *Stryns elv** (*c. b.* 211 sq. m., *d.* 7 m.)—ditto; the *Olden elv** (*c. b.* 95 sq. m., *d.* 2 m.); the *Gloppen** or *Bredheims elv* (*c. b.* 232 sq. m., *d.* 3 m.); the *Förde elv* (*c. b.* 263 sq. m., *d.* 3 to 4 m.); and the *Gaula* (*c. b.* 246 sq. m., *d.* 2 to 3 m.) The four last are let to Englishmen. The *Aarö elv** (*c. b.* 221 sq. m., *d.* 1 or 2 m.); the *Fortuns elv** (*c. b.* 178 sq. m., *d.* 10 m.); the *Aardals elv** (*c. b.* 375 sq. m., *d.* 12 m.); the *Aurlands elv* (*c. b.* 286 sq. m., *d.* 7 m.)—the three last rented by Norwegians; the *Floms elv* (*c. b.* 104 sq. m., *d.* 3 m.); and the *Nærö elv* (*c. b.* 108 sq. m., *d.* 7 m.)—the two last often let to Englishmen.

7. S. Bergenhus pref.: The *Mo elv* (*c. b.* 123 sq. m., *d.* 3 m.)—rented by a Norwegian; the *Eksingdals elv* (*c. b.* 130 sq. m., *d.* 2 m.)—rented by an Englishman; the *Eidfjord elv* (*c. b.* 387 sq. m., *d.* 7 m.); the *Aapo elv* (*c. b.* 184 sq. m., *d.* 1 m.)—rented by an Englishman; and the *Etne elv* (*c. b.* 90 sq. m., *d.* 7 m.)—rented by a Norwegian.

8. Stavanger pref.: The *Aardals elv* (*c. b.* 197 sq. m., *d.* 7 m.); the *Figgen elv* (*c. b.* 77 sq. m., *d.* 12 m.)—a very productive river, but in dry summers too low for sport; and the *Soggendals elv* (*c. b.* 117 sq. m., *d.* 6 m.)

9. Lister and Mandal pref.: The *Sireaa* (*c. b.* 722 sq. m.), well known for its large salmon-ladders, by which of late years a considerable extent of river and lake has been made accessible to salmon: fishing rights belong to the Aaensire Salmon Fishery Co., at Flekkefjord; the *Lyngdals elv* (*c. b.* 259 sq. m., *d.* 14 m.)—has for many years been rented by Englishmen; the *Undals elv* (*c. b.* 174 sq. m., *d.* 20 m.)—a very early river, now let.

10. Nedenæs pref.: The *Söndeled elv* (*c. b.* 158 sq. m., *d.* 2 m.)

11. Bratsberg pref.: The *Skiens elv* (*c. b.* 4127 sq. m., *d.* 9 m.), one of the largest rivers in Norway, but not well adapted for fishing, nor containing many salmon.—In the largest river in Norway—viz. the *Glommen* (*c. b.* 15,610 sq. m.)—there is almost no salmon-fishing, as the Sarpfos prevents fish from going up more than 9 m., and the lower reach of the river has no good spawning-beds.

In addition to the above-named rivers there are a vast number of others which salmon frequent; but these are all so small that profitable sport will, as a rule, only be got under favourable conditions of water, and only for a short time. This rule also holds good with regard to some of the rivers we have just enumerated.

In all the rivers on the S. coast, as well as in the rivers in

[1] Rivers marked * gain their water supply in summer from glaciers, and are therefore during hot seasons comparatively full of water. Many of the other rivers derive their water also partly from glaciers.

the two Trondhjem pref., timber-floating is largely carried on; but in the other rivers this is not the case, or only to a very slight extent.

B. TROUT.—*General observations.*—Excepting in the lower-lying districts of S.E. Norway (in the waters of which coarse fish predominate), or in many lakes at a considerable altitude, and also in a few lakes tenanted by other varieties of fish in the interior of Finmarken, trout are more or less abundant in every lake, tarn, and river in the country. They are more especially numerous in the lakes of the high fjeld plateaux (up to 4000 ft. above the sea, and even occasionally higher). Nowhere in the world are trout more pink in colour, fatter, and of better flavour. Their chief food consists of various crustaceæ, especially the *Gammarus pulex*, which in many of the Norwegian lakes occurs in such quantities that nets cannot remain in the water a night without being damaged by these small voracious creatures. The waters in which these crustaceæ most abound are, however, as a rule, not particularly good for angling, since the fish in them do not generally care much for the angler's fly or other artificial bait, and adhere to their natural food. In many of the Norwegian lakes trout run to a vast size. In the Mjösen lake they have been caught of the extraordinary weight of 36 lbs., and fish of 20 to 25 lbs. are taken there each year. In the Tyri fjord (in earlier days) fish have reached a similar weight; and in the majority of the larger lakes trout of 12 to 15 lbs. are occasionally landed. In the lakes of the high mountain plateaux they seldom reach such great dimensions, but in return they are found there vast in quantity and most excellent in quality. Trout of 4 and 5 lbs. and upwards occur constantly in those waters.

In the Norwegian lakes trout vary not only in size, but also to a great extent in colour, markings (spots), and shape; so that we are tempted to say that every lake has its special and individual species of trout, and even, occasionally, several such species in the same water. It is, however, held by Norwegian ichthyologists that those diversities are only accidental, being the result of varying external circumstances in the several lakes, and that the individual characteristics are not lasting or constant, but quickly lost or changed on the removal of the fish to other waters.

Thus all the varieties are considered to belong to one and the same kind (species). The correctness of this opinion would seem to be proved by the many experiments that have been made in the stocking of fishless waters with trout.—Many anglers have noticed that in most lakes the fish are generally within a certain size.

Season for trouting.—The best fishing season for trout is the month of July and the beginning of August. In low-lying lakes and rivers good sport can also be had in the latter half of June, occasionally even earlier. Thus, in the upper part of the Mjösen a quantity of the large so-called *Hunnerörret* (great lake-trout) are caught at the end of May or the beginning of June. Fishing in the lakes on the high mountain plateaux is generally not worth attempting before about the middle of July, but it remains good until about the middle of August; and sea-trout fishing is often best in the latter month.

Right of fishing, &c.—It is still quite easy to get good trout-

fishing in Norway. For a short period this will be permitted in many places without payment. The sole right of fishing for a period of years must, of course, be paid for. Such renting has latterly become more general; and there still are, in every part of the country, countless rivers and lakes with capital trout-fishing, which anglers can rent, often for a very moderate sum.

Trouting waters.—To enumerate even a fiftieth or a hundredth part of the places where good trout-fishing can be got is an impossibility. The number of such places is especially great in the W. and N. coast districts, where every river that in its lower course runs through large or small lakes offers superior fishing. But in those districts the fish are generally rather smaller than in the interior of the country. In the rivers accessible to fish from the sea a considerable number of *sea-trout* are generally found late on in the summer. Like the freshwater-trout these occur in many different varieties, which, however, in the opinion of Norwegian ichthyologists, all belong to one and the same species. In many of these waters a salmon or two may occasionally be caught, and, as mentioned already, *sea-trout* are found in considerable numbers in many of the regular salmon rivers.

Among places that are specially noteworthy either as very good or as easily accessible may be mentioned: the *Nordmandslaagen*, the *Björnsvand*, and the adjacent upper portion of the course of the *Laagen*, on the so-called Hardanger-vidde, in Buskerud pref.; the fishing in those waters, about 4000 ft. above the sea, is not to be surpassed; but their situation being very remote and beyond the beaten track, a tent and all food have to be carried; the *Mjösvand*, the *Tinsjö*, and many of the small lakes on the road to the Haukeli; also the *Nisservand*, on the high road between Arendal and Telemarken; the *Opsjöen*, *Strandefjord*, and the lakes and river-reaches above, in Aal and Hol; the *Vinstervand* lakes, the *Heimdalsvand*, and the river-reaches thence down to Olstappen, on the fjeld between Valders and Gudbrandsdal; the *Russvand*, and the *Gjendeoset* (the outlet of Lake Gjende), in the Jotunheim; the *Rena* (tributary of the Glommen), especially the reach between Disæt and Lössæt; the *Sevalen* lake, near Tönsæt; the upper part of the *Trysil elv* from Lake Fæmund, and thence lower down, and several lakes and rivers around the *Fæmund* lake, in Hedemarken pref.; the *Riensjö* and the upper waters and river-reaches of the *Glommen*; also the *Stuesjö*, in the upper part of Tydal, both in S. Trondhjem pref.; the *Bangsjö* near Snaasen; and the *Kvelisjö*, the *Murusjö*, and other lakes and rivers in the pref. of N. Trondhjem; the *Svenningdal* lakes in the Vefsen district; and the *Altevand*, at Bardo, in Tromsö pref. This large lake is one of the best trouting lakes in Norway, but it is so very much out of the way that the angler has to live in a tent and bring all his provisions with him.

On the other hand, it may be said, generally, that in the large rivers that run through the principal valleys in the E. part of the country, such as the Glommen, the Laagen, the Drammen, &c., the trout-fishing is not good, except here and there in their upper courses; neither do the small rivers that run out on the S. coast afford good sport. In the interior of Finmarken, also, there are many lakes in

which the trout-fishing is inferior. This is supposed to be due to the fact that in these lakes perch and other coarse fish are present to destroy a quantity of young trout and trout-spawn.

C. GRAYLING.—*General observations.*—This variety of fish has a tolerably circumscribed area in Norway. In S. Norway it occurs almost exclusively in the *Trysil elv* and the *Glommen* (and their several tributaries), and in the *Rauma* (connected with the Glommen by means of the Laagen, a tributary of the Glommen). In the N. of Norway only in the *Maals elv* (Tromsö pref.), as well as in the following rivers in Finmarken: the *Laks elv* (to a very small extent), the *Tana* (where fish of 1½ lb. have taken a large salmon fly), the *Neiden*, and the *Pasvik*.

Fishing season.—July and August are the best months. In the extreme N. (the Pasvik) the fishing is not good before the middle of July, whilst in the S. (the Vormen) it is best in August. In the Glommen and the Laagen the farmers take a considerable quantity with the rod, even in the month of May; but this practice is injurious, as grayling spawn at that time of the year. It is scarcely necessary to remind anglers that this fish is seldom found in the still reaches of a river, but in rapids, below waterfalls, and generally where there is a current more or less swift.

In the proper season grayling rise well at the fly (especially when dressed yellow and red). Very small flies should be used, as the fish has a small and tender mouth.

Fishing rights, &c.—Same circumstances as in the case of trout.

Best grayling waters.—The best place for grayling-fishing in Norway is, undoubtedly, the *Hare fos*, on the *Pasvik*, in Finmarken, about 7 m. above the mouth of the river. Under favourable circumstances, both just above and below the fall a great number of grayling can be taken in a very short time, either with a fly or minnow; their weight, however, seldom exceeds 2 lbs., though, as an exception, it can run up to 3 and 4 lbs. In the *Fjeldfrösk elv* (a tributary of the Maals r., in Tromsö pref.) excellent grayling-fishing is also to be had at the upper end of a so-called "Lompalo" (tarn) just below the fall. This river, with its lakes, is at the same time an excellent trout river, and some char are found in it. Quarters at Björkeng or Överby.

The best fishing-places in S. Norway are, perhaps, in the upper parts of the *Trysil elv*; but very good sport is to be had on the *Rena*, a tributary of the Glommen, especially between Dissæt and Lössæt. Some sport can be got in almost all swift parts of the *Glommen*, from Jensvold rly. stat. down to Elverum, as well as here and there in the swift parts of the Glommen farther S., down to the Öieren lake. This applies also to the *Laagen* r. S. of the Mjösen may be mentioned the *Svanfos* in the *Vormen* r., 8 m. S. of Eidsvold. In the *Rauma* the grayling-fishing is of little consequence.

D. CHAR.—*General observations.*—Char are to be found here and there in nearly all parts of the country, although they are entirely absent in some considerable portions of the interior. They are most common in the northern districts of the country, where they are nearly as general as trout. S. of the Nordland pref. char occur almost exclusively in lakes, but in the N. parts of Norway—namely, in the

Tromsö and Finmarken prefs.—the fish is an habitual native of the rivers and brooks. It even seeks in great quantities the sea, where it becomes silvery as salmon, but without the dark spots of the salmon, like which, in summer, it ascends the rivers from the sea. Although the char has a far wider geographical range in Norway than the grayling, its importance as a sporting fish is scarcely greater.

Fishing season, &c.—In most parts of the country char are rather unwilling to take the fly or other artificial bait, and it is only early in the summer, when the bird-cherry is in bloom, that they can be very successfully fished for with fly (chiefly red palmer). In the N. of Norway, and especially in Tromsö and Finmarken prefs., on the other hand, they are more ready to take (in July and August) the fly, although scarcely anywhere so freely as the trout. We may mention that in the high-level lakes of *Jemtland*, in *Sweden* (bordering on Norway), char take the fly very freely from about Midsummer day to the middle of July, and later on they sometimes take the "phantom" readily; but their local habits in this respect seem to differ much. A few years ago the tackle ("plumb line") used for char in some of the Cumberland lakes was tried in Norway, but without much success, owing, perhaps, to want of experience and practice in management. Other anglers well acquainted with its use should try it on the Norwegian lakes in which the larger char are found, and thus extend the field for char-fishing.

Char waters.—The *silvery char* mentioned above (which can attain a weight of 8 to 9 lbs., and will rise well to the fly) are most excellent for the table, surpassing, perhaps, in that respect every other kind of Norwegian fish, salmon not excepted. The southernmost river in which it occurs in any considerable quantity is the *Maals* r. (Tromsö). Other rivers in which this char is found are the *Skibotten elv* (*c. b.* 112 sq. m.), in the Lyngen fjord (Tromsö), and the *Staburnæs elv* (*c. b.* about 116 sq. m.), and *Börs elv* (*c. b.* about 155 sq. m.), which fall into the Porsanger fjord (Finmarken). The two last mentioned contain also no small amount of salmon, while the Börs elv would be a very good salmon river if its bottom were not so light-coloured and its water so transparent. The best inland char-fishing is obtainable in the extensive *Rösvand* lake, in Vefsen, Nordland (next in size to the *Mjösen*). This water, which, like the smaller *Tustervand* (connected with the Rösvand by a short rapid), swarms with char, belongs to the English N. of Europe Land Co. (See Route 40.)

E. Other Freshwater-fish.—Amongst other sporting fish we can only mention the *Sik* (*Coregonus lavaretus*), the rare British *gwiniad*, or freshwater-herring. It inhabits deep waters, and is mostly taken in nets; but in Russian Finland (where it runs up to 10 lbs.) it has been found to rise freely in warm weather to a fly dressed white and red. It is a shy riser, very delicate mouthed, and more difficult even than the grayling to kill. Another species of Coregonus—*albula*—is of no importance to the angler. *Pike* and *perch*, and the *carp* species, reach a smaller size than in England, and are not so numerous as in Sweden or Finland.

F. Sea-fish.—In addition to the sea-trout of which frequent mention has been already made, the W. coast (especially the N. part)

and the fjords abound in every variety of sea-fish. The *Sei* (coal-fish) affords, perhaps, the best sport. They run to a considerable size at Molde, where they have to be fished at a depth of 50 fms.; they are found also in the Christiania fjord as high up as Dröbak, where (in July) the narrow sound swarms with them, as well as with *herring*, *cod*, *codling*, *haddock*, *flat fish* of various descriptions, and *whiting*. The *Hvalöerne*, a little S. of Fredrikstad, are islands off which the cod-fishing is very good. Cod and haddock of huge size are taken among the Lofoten islands and off the N. Cape, at which the tourist steamers stop to enable passengers to fish with tackle supplied to them. The *halibut*-fishing on parts of the W. coast—for instance, off Sartor island (W. of Bergen)—is very exciting, the fish running up to 2 cwt., and having to be hauled up from a depth of 40 to 50 fms. The native tackle is best adapted for such sport, and will be found at almost every place at which a steamer stops. An instrument called the *Pilk*, consisting of a bright bait in the form of a fish, with two large hooks (and sometimes a "triangle" attached beneath), is very killing in the case of cod, haddock, sei, and large whiting. It is gently "jiggered" at a depth of about 6 ft. from the bottom. Even in the case of sea-fishing, success is greatly dependent on the fineness of lines, &c.

II. **Shooting.**—*Game Laws.*—A law for the protection of game was not enacted in Norway until 1845, and it has since, at various periods, been amended and extended. The *close time* for game, wild birds, &c., is at present as follows:

Elk: in Nordland from November 1 to August 1; in Namdalen from October 15 to September 1; in S. Trondhjem prefect. from October 15 to September 15; in some localities the *close season* has been extended to several years, in others to the whole year except 14 days. The sportsman must be careful to obtain local information, and to remember that for offences against the laws, such as killing an elk out of season, or killing more than one on the same farm or single property, he renders himself liable to a very heavy fine, which is sure to be enforced, as half the fine goes to the informer. Notwithstanding these strict enactments, elk-poaching is by no means uncommon. Similar diversity in the close time exists in the case of red-deer, the general close season for which is November 1 to September 15. As a rule, only stags can be shot, and only two (in some districts one) annually on the same farm.

N.B.—In the case both of elk and red-deer, a royal license must be obtained for shooting them *on State or communal lands*.

Reindeer: September 16 to August 15, both days included. One-year-old calves must not be shot. Bears, wolves, lynxes, and, generally, beasts and birds of prey are not protected. On the contrary, premiums are paid for their destruction. Hares are freed from June 1 to August 15; but the dates vary in some places.

Capercailzie (hen) and greyhen: March 15 to August 15. Capercailzie (cock), blackcock, ptarmigan and willow-grouse, hazel-grouse: May 15 to August 15. Partridge: January 1 to September 1.

The close season for these birds varies locally.

General observations.—Amongst the best places to select for *general shooting* are the mountains on the borders of Sweden (Österdalen), the Dovre, Fille, Sogn, and Haukeli fjelds, the Romsdal, and the Lom (Gudbrandsdal), the Hallingdal districts (Buskerud pref.), and those of Salten and Ranen.

The wild beasts and birds that attract so many sportsmen to Norway are principally the following:

(*a*) Big Game.—*Elk.*—As a result of the introduction of game laws (which did not exist prior to 1845), and the disappearance, to a great extent, of wolves, this huge noble animal—a big bull will stand eighteen hands at the withers, and weigh 1500 lbs.—has greatly increased in numbers during the last ten years, particularly in the Sönden- and Norden-fjeldske regions—viz. in the Smaalenene, Hedemarken, and Buskerud prefs. (neighbouring Christiania), and N. in the districts on the Trondhjem fjord, and in the Namdalen (N. Trondhjem pref.) Its increase in the S. is specially noticeable. Only one elk can be shot on each *matriculated* property, the bulk of proprietors having the right of shooting only one; and it is only the larger landowners (in the S.) with several numbered estates (independent of size) that can shoot more. In such cases *battues* are organised. This rule does not apply to the Crown (public) domains.

In the case both of elk and reindeer stalking, success can be attained only by the hardy sportsman with plenty of spare time, inured to fatigue, well acquainted with the country or guided by an experienced native stalker (about 5 kr. a day), and prepared to camp out on the fjeld or in a rough *sæter*, where a posting-station or farm-house is not conveniently available. Whilst the reindeer keeps to the highest fjelds and the neighbourhood of snow and glacier, the elk frequents the great swamps and pine-forests of the lower ground, although during summer and autumn it will occasionally wander to a considerable altitude, and lie out on the bare moor. Few animals are more wary or difficult of approach, but late in the season the old bulls become now and then bold and even dangerous, charging the hunter at sight. Both in Norway and Sweden trained dogs are used in leaders for tracking the elk, and are often loosed to find and bring him to bay. But by Norwegian law the use of the loose dog is really forbidden. A considerable number of the best elk-forests in Norway are now rented by English and German sportsmen. By the published returns of the Norsk Jæger-og Fisker-Forening it is shown that during the season of 1889 there were killed in Norway 850 elk, 515 being bulls and 335 cows. N. Trondhjem's prefect. afforded 303 out of this total, the prefect. of Namdalen yielding 145, of which 104 were bulls. Akershus bailiwick comes next with 118 elk, whilst in Nordland only 9 were killed. During the same period (on the average of different districts about a month), the return from Swedish forests was 1782 elk; but in that country there is no limit to the number that may be killed on each farm, and the natives never spare calves.

Wild reindeer are now found on the fjelds between lat. 52° and 69°. There are scarcely any from Röros northwards, up to the N. Cape, owing to that stretch of country being roamed over by herds of tame reindeer, which are shunned by their wild congeners. Of recent

years the keeping of tame reindeer has been extended southwards to the Hardanger-vidde and many other localities. This, together with the establishment of more *sæters*, and an increase in the number of cattle and sheep, has been the principal cause of a noticeable falling off in the number of reindeer within reach of the sportsman. Fifty years ago herds of 200 to 400 were occasionally encountered, and a sportsman could kill as many as twenty a day. A herd of 200 is now but seldom seen. According to the same published report (mentioned above) the total number of wild reindeer killed in Norway in 1889 was 471, Romsdal's prefect. being first with 143 head, Christian's prefect. second with 122, and Lister and Mandal's prefect. last with only 3. Great caution is needed in stalking reindeer, and the sportsman cannot pay too much attention to the direction of the wind.

Red-deer.—According to Professor Friis,[1] of Christiania, there are eleven localities where these are found—viz. three islands off the Trondhjem coast (Hitteren the most important), and eight (mostly insignificant) points on the neighbouring mainland, close to the sea. Sir H. Pottinger [2] adds to this enumeration an island of considerable size in the Namsen fjord—the Otterö. There is, however, very little sport in this direction, except for those already and for a long time in possession of it. The total number of red-deer killed in Norway during a single season is probably much short of 100.

Bears, somewhat general (although steadily decreasing) in most of the forest districts of Norway, are most numerous in the prefs. of Telemarken, Nedenæs, Nordland, and N. Trondhjem. There are not a few on the Vefsen estate of the N. of Europe Land Co. It would scarcely repay the British sportsman to visit the country for the special purpose of killing them; but occasional chances occur, of which advantage can be taken while bent on other sport. Unless molested, bears rarely attack men, but when only wounded will sometimes charge the hunter, who, in default of being able to get in fresh cartridges quickly enough or to retreat, may, if he likes, try the expedient of lying down with his face to the ground and suspending as much as possible his breathing. But perhaps not to go out bear-hunting is preferable to being reduced to this doubtful means of escape. The she-bear will invariably face the hunter in defence of her cubs, if she believes them to be in danger; but, if time allows, she will force the cubs to conceal themselves amongst the rocks or by climbing trees, and herself lie in wait close by to watch the result. Bears have been hunted by Englishmen in Norway with some success by employing small black colley dogs, trained at home to follow the trail of a dead cat through coverts stocked with game, the scent of the cat being not unlike that of the bear. The dogs are kept in hand by long leaders, but the immense distance that a bear will travel when disturbed renders such a chase very arduous. Dogs well trained to bear may be occasionally

[1] Author of (*inter alia*) a charming and instructive book on sport—"Tilfjelds," with a map showing the distribution of game. It was translated into English in 1878, under the title of "Sporting Life on Norwegian Fjelds," by W. G. Loch.

[2] *Fortnightly Review*, Feb. 1891: "An Island Deer-forest,"

met with in Norway. In 1889–90 several bears were killed in the Namsos district by English and German elk-hunters. In the winter of 1889 a farmer who had laid poison in the carcass of a beast killed by bears, not far from Gudaa, in Stjördal, found, on visiting it the next morning, three of the marauders, large and small, lying dead, and was chased to a considerable distance by a fourth, whose share of the poison had only rendered him ferocious.

Berries (especially bilberries) are the normal food of the bear. His favourite haunts in summer are in the thickly wooded mountain-valleys and slopes of the mountains, and particularly in the neighbourhood of the sæters, or mountain pastures, where the cattle are grazed. Should a bear have killed a cow in the neighbourhood, and news of it be brought within a day or so afterwards, a possible method of getting a shot is for the sportsman to watch the carcass of the cow from some place of concealment close by, till the bear returns to gorge himself upon it a second time, which he seldom fails to do if undisturbed. But as he generally makes a circuit before approaching his meal, the chances are greatly in favour of his getting the wind of the ambushed hunter, and retiring until the coast is clear.

The usual native mode of killing bears is to fix three or four guns, with the muzzles pointing at different angles, across the carcass of a cow that has been killed, tying strings at one end to the triggers and at the other to the cow, so that they explode when the bear returns and begins to tug at the carcass again, in which case some of the balls can scarcely fail to kill or severely wound him. Over 100 bears are killed annually in Norway, and by far the greater number of these towards the end of the winter. A good bearskin may sometimes be bought at posting-stations for 50 or 60 kr.

Wolves.—There are still a considerable number of these animals scattered over the vast extent of rocky fjelds which form the backbone of Scandinavia; particularly in the northern and central districts. In the south they are all but exterminated. During the winter they sometimes descend into the valleys, and approach the habitations of men. In December 1890 a number of wolves made their appearance in the neighbourhood of Stjördal, the vale through which the railway runs from Trondhjem to the Swedish frontier; as many as a dozen being seen together at times. Fine wolfskins may be purchased in Trondhjem, but one very seldom hears of a sportsman getting even a glimpse of a wolf, as during the summer and autumn months these animals manage to conceal themselves among the wildernesses of splintered crags and boulders on the summit of the fjeld, where they find convenient lairs in which to rear their young.

Gluttons.—The glutton or wolverine (*Gulo borealis; Fjeldfras*) is another animal of which the handsome skin may be occasionally met with, especially among the Lapps, but which is seldom, if ever, seen by the sportsman. It inhabits the most rocky and precipitous glens on the verge of the fjeld, and, being an active climber, is able to retreat to fastnesses on the face of the cliffs, where it is impossible to follow it. The elk-hunter who is obliged to leave the meat in the forest all night (in such districts as Namdalen), will occasionally find that the glutton has descended in the dark hours and taken his share. This wily

animal, although comparatively slow of moment on foot, contrives to kill the tame reindeer, by lying on a projecting rock or the bough of a tree, and dropping on to the victim's neck as it passes below.

Lynx (*Los*, or *Goupe*).—This very sanguinary and sly animal still manages to hold his own in Norway, despite the considerable premium offered for his destruction. The decrease in the number of lynxes of late years appears to have been less than that of any other tribe of indigenous *ferœ*; but, like the wolf and the glutton, the lynx contrives to keep out of sight of the ordinary sportsman. There are no animals of their size more bloodthirsty and destructive; in districts which they haunt, the game, both fur and feather, suffers terribly, and if they have the chance of attacking sheep they will kill, out of pure love of slaughter, as many as they possibly can. Their range does not extend much farther north than N. Trondhjem's prefect., where they are fairly numerous. The spotted skin of the lynx is very beautiful and soft, and commands a good price; there are usually a fair number of skins on sale in Trondhjem, and one or two may be sometimes met with up the country.

Otters.—Otters are found in nearly all the streams of any size in Norway, and a breed of uncommon dimensions inhabits the range of innumerable rocky islets, extending up the coast as far as Finmarken. These otters live chiefly in the sea, but occasionally visit fresh water. They must not be confounded with the genuine sea-otter, whose fur is so rare and valuable. Nevertheless, their skins, when properly dressed, are very handsome, and make excellent collars, cuffs, &c. They can be bought in Trondhjem, and now and then be picked up at the farm-houses on the coast or islands. By consulting the farmers, a shot might be obtained at one of these large otters, but it would probably entail much watching and patience. A similar breed exists on the coast of Scotland.

Seals.—The spotted seal (*Phoca vitulina*) and the grey seal (*Halichœrus grypus*) are found on the Norwegian coast. The latter is rather locally distributed, but the former exists in great numbers the whole length of the seaboard. With some trouble, shots may be had from a boat or the rocks at these animals, but the difficulty of killing them, and securing the body, will deter most sportsmen from attempting the chase; especially as the trophies afforded by the common seal are only a certain amount of oil and a harsh skin adapted for covering trunks. It is true that these might be acceptable to a farmer or fisherman.

Hares are fairly plentiful. In winter the hare of the woods and mountains turns white, and is smaller than the field-hare, which is naturally more scarce. The majority are identical with the blue hare of Scotland; the real English hare is not found in Scandinavia, neither is the rabbit.

For further mention of Mammalia, see *ante*, "Zoology."

(*b*) Feathered Game.—*Ptarmigan* (*Lagopus alpina*, or Norwegian *Fjeld Rype*) are indigenous to the rocky summits of lofty mountains, above the line of the growth of the mountain-willow and the dwarf-birch. Only a small portion of this vast field has as yet been taken up by sportsmen shooting over dogs, whose bags form an in-

significant aggregate compared with the number of birds snared, or shot without the aid of dogs, by the natives.

Early in the season ptarmigan afford but little sport, as they are not free flyers, but sit and croak on the approach of the shooter, or run over the bare ground without rising, and, when forced to take wing, often alight again at a short distance. But the pursuit of them leads the sportsman into grandly desolate regions, frequently commanding magnificent views, and swept by the most buoyant and exhilarating air. Excellent shooting can, however, be obtained among the ptarmigan when (say in September) the first sprinkling of snow has fallen on the high fjelds, and the birds become wilder and, to a certain extent, packed. Then, when disturbed, they sweep round the slopes of the rocky summits on which they are usually found and which they seldom quit altogether, and the guns, by separating and going in different directions, can keep them on the move, and secure grand wild-shooting and splendid driving-shots. Earlier in the season—and indeed at all times—a steady setter, spaniel, or hunting retriever is necessary, as the young or scattered birds will crouch motionless and invisible among the stones which they so closely resemble until nearly trod upon. It must be understood that the fjeld-rype is identical with the ptarmigan of Scotland. Norwegians frequently fancy that the next bird in our list, the skov-rype, may be also spoken of in English as ptarmigan, which is of course a mistake.

The *Skov-* or *Dal-rype*, the wood- or willow-grouse (*Lagopus subalpina*), is declared by naturalists to have been originally identical with the red-grouse of the British Isles, a certain change of plumage and habit having been effected by climate. In full autumn (August) feathering, the colour of the two birds is the same—rich red brown in the cock, duller brown in the hen—on the back, breast, head, and neck; but the willow-grouse has the pinion feathers of the wing snow-white with a black shaft, and the belly and leg feathers are also white. It has been asserted by *savants* that if it could be experimentally transferred to the British Isles it would in time assume the full plumage of the red-grouse, which, under a similar change to Norway, would become the rype. But, with all due respect to science, there must be considerable speculation about this opinion. The Norwegian bird might well be called the birch-grouse, to the exclusion of any other name; for, wherever in central or northern Norway, whether on mainland or island, a long stretch of birchwood is seen clothing the slopes of a hill or the levels of a valley, be sure that at least some few coveys of ryper may be found there, unless, indeed, the birds have been exterminated by resident native sportsmen. In genuine pine-forest, altogether unmixed with birch, they are seldom seen. In dull or wet weather the ryper usually prefer the thick covert and the base of the hills, but on bright, warm days they gradually ascend to the brushwood on the edge of the open fjeld. Where, too, the fjeld itself is covered with patches of birch, dwarfed by situation into scrub, and of the real dwarf-birch (*Betula nana*), it is, as a rule, a favourite resort for ryper. In such localities they also frequent, especially during the heat of the day, the damp thickets of dwarf-willow which fill the hollows of the mountain and clothe the sides of the rills, and this habit has given to the bird the

name of willow-grouse, by which it is generally known to English sportsmen and naturalists. The *skov-ryper* abound in Norway, but they are scattered over a vast region, and, except in certain favoured localities, a single shooter must expect to make only small or moderate bags—say from 15 to 25 brace—to be obtained by much hard work. The birds are very capricious in their choice of a residence, and often shift their ground with a change of wind; a hillside may be alive with them at one time, and at another all but deserted. The finest rype-shooting in Norway is to be found in the Lofoten islands; the best of it has long since been leased by Englishmen. In 1890 two guns bagged over dogs, in a few weeks, 1900 brace. The spring of that year was probably one of the finest breeding seasons ever known in Scandinavia. Every species of game abounded, even in localities not usually productive. A dog—pointer, or setter, or spaniel—is absolutely necessary for rype-shooting with anything like steady success. Two or three of the outer islands below Trondhjem, of which Smölen is the best known, are quite flat and entirely clothed with heather, with not a tree visible, and there skov-ryper afford excellent sport, similar to that of the Scotch moors. In the south of Norway, however, where they are comparatively rare, they must be sought at an elevation of from 1000 to 2000 ft. above sea-level. Both the fjeld- and skov-ryper turn pure white in winter; the latter may be distinguished by their superior size, rounder shape, and larger bill. Immense numbers are exported for the English market.

Capercailzie: Tiur [male]; *Röy* [female].—This magnificent bird, the king of the grouse tribe, is found all over Scandinavia. Its peculiar haunt is the pine-forest, especially that portion of it which is diversified by grassy glades, hillocks overgrown with berry-bearing shrubs, and occasional alder and willow swamps. The capercailzie are especially fond of feeding round the latter late in the afternoon. The old cocks, which sometimes attain a weight of 12 or 14 lbs., are extremely wary, and will run a long way and at great speed before the dog. The birds of the year will lie well in favourable ground, and several may be bagged out of a brood as they rise singly. The old hen, whom it is hoped the sportsman will spare, usually remains with her adult progeny until late in the season. Scotch sportsmen despise the capercailzie as food, but the Norwegian bird, by feeding on the profusion of berries of various kinds with which the forests are carpeted, becomes very plump and delicate in flavour, and excellent for the table. When, however, the winter snows have set in, its food is the shoots of the pine, and it frequently contracts a disagreeable flavour of turpentine. Most of the birds which are imported into England during the winter have more or less of this strong, unpleasant flavour, and those who try them at such a time frequently conceive an unjust prejudice against them. The same remarks apply to blackgame and other Norwegian game-birds. Capercailzie are killed in great numbers by the natives by a kind of figure-of-4 trap, set in the pathways and cattle-tracks, down which the birds delight to run.

Blackgame: Orhane [male]; *Orhöne* [female]—are also plentiful all over Scandinavia. The best localities in which to find them are where the forest has been partially cleared, and young fir-trees, juniper-bushes,

and wild-raspberry canes are abundant. They are very fond of frequenting the neighbourhood of farms, and of feeding in the morning and evening on the oat and barley stubbles. A road is also a great attraction to them, as it is, indeed, to all of the grouse tribe. In some parts of Scandinavia, where game is abundant, it is surprising how many capercailzie, blackgame, hjerper (or hazel-grouse), and even skov-ryper may be seen during an evening strolling along a quiet forest-road. When they have attained their full plumage, the young blackcock generally pack together, and become difficult of approach. Whilst yet in the brood they will lie like stones, and are easy to kill.

Hjerpe (*Tetrao Bonasia, Tree-* or *Hazel-grouse;* Fr. *Gelinotte;* Ger. *Haselhuhn*).—This beautiful little bird, which is scarcely bigger than a partridge and has white flesh, is nevertheless a true grouse, the smallest of the tribe. It is abundant all over northern and central Scandinavia, but is less common in the south, and nowhere found in the W. It is peculiar for its habit of taking to the trees directly it is flushed. The whole covey scatters among the nearest birch- or pine-trees, and the birds sit motionless. Unless the spot where they have perched is accurately marked, they are difficult to distinguish among the foliage. When again disturbed they fly through the forest with astonishing rapidity for a short distance, and settle again. If left in peace, they will soon betray their whereabouts by a soft whistle. The sportsman need have no shame in taking his chance when he can get it, and shooting them on the branches. Being delicious eating, they are a most acceptable addition to the bag. During the winter they are to be seen hanging in considerable numbers in the shops of English poulterers. The plumage is delicately mottled and spotted with grey, brown, and white.

Partridge.—This familiar bird is plentiful in Sweden, whence it has strayed into Norway and established itself, to some extent, in the prefectures of Smaalenene, Akershus, Hedemarken, and Christian; but in exceptionally severe winters nearly the whole stock perishes for want of food, and several seasons elapse before it is sufficiently recruited by immigration to become again noticeable. A few birds have been observed as far north as Trondhjem. The British sportsman in Norway will do well to spare partridges if, as is very unlikely, he should happen to meet with them.

Woodcock (*Rugde*).—Immense numbers of woodcock breed in Norway, but the sportsman must not on that account expect to make large bags of them. He may consider himself unusually lucky if, during a long ramble in the forest at the end of August or beginning of September, he comes across two or three broods. When this does occur, he may, however, secure the majority, as the old and young birds generally keep pretty close together. But at that season they are scarcely worth shooting, as they lack the plumpness and delicacy which they attain after the cold weather begins, and their peculiar flavour is often exaggerated even to rankness. Later on, if he be still in Norway, he may have the good fortune to meet with a flight of woodcock collected for the annual migration, which usually commences with the last N.E. winds in October or the first in November; but few English bird-shooters remain so late in Scandinavia. The breeding-

range of the woodcock in Norway extends from the forests near Christiansand to those bordering the Varanger fjord in Finmarken, but they are certainly much rarer in the north than in the centre and south.

Snipe.—The double or solitary snipe (*Scolopax major; Dobbelt Bekkasin*), an example of which is now and then recorded in England, is found all over Scandinavia, but is comparatively rare in the *extreme* north. It is common, however, in the Lofoten and many islands of the western coast. This delicious bird, although frequently found in bogs and marshes, is much less partial to wet ground than its smaller congeners, and is frequently flushed, like a woodcock, in perfectly dry woods and at a high elevation. It is also fond of tussocky meadows overgrown with sedge-grass, and of thickets of scrub and dwarf-willow on the banks of ditches and watercourses. It is common both to the lowlands and highlands, is met with on marshes high up on the Dovre fjeld, and as low down as the marshes round Bodö. The southward migration of this snipe begins as early as August, during which month it is found (sometimes in great numbers) in the immense tract of flat bog, morass, and rough meadow, extending beyond Stavanger towards Ekersund, and known as Jæderen, where in former years 40 or 50 couples have been killed by a single gun in a day. But since the establishment of the railroad between the two towns this wild tract has been invaded by an army of local shooters, and the wild-fowl, snipe, and shore-birds with which it once abounded have been sadly reduced in numbers or driven away. It still contains, however, probably the best snipe-ground in Norway. The double snipe is generally bursting with fat, and flies but slowly and heavily, dropping again at no great distance. It varies greatly in size, being sometimes not much larger than a big common snipe, and sometimes two-thirds as large as a woodcock.

The common snipe (*Enkelt Bekkasin*) is also of frequent occurrence all over Norway, except in the far north, where it is comparatively rare. But there is little good snipe-shooting to be found in the country, the forest morasses and bogs, overgrown and matted as they are with herbage and moss, not being of that character which attracts the birds in any number. Here and there, however, the shooter may discover decent sport in swampy tracts bordering lakes or inlets of the sea, or the mouths of rivers, especially in the south, but such places require much searching for. A few snipe will be generally found in the wet natural meadows which are mown by the peasants on the fjelds. The snipe-shooting in Sweden is vastly superior to that in Norway. The jack-snipe (*Smaa Bekkasin*) is generally distributed about the country, but calls for no special notice. The breeding-place is believed to be almost invariably within the Arctic Circle.

Wild-fowl.—Some disappointment will usually be experienced in Norway by the lover of wild-fowl shooting who expects a great deal, despite the enormous number of ducks and geese which are bred all over the country. The fact is, that during the time when most English sportsmen are in Norway, the birds are scattered among the innumerable lakes, tarns, and rivers, near which they have nested, and are seldom congregated anywhere in sufficient numbers to afford really good shooting. It is often supposed that this may be obtained by

taking a boat, and rowing or sailing among the countless islets of the western coast; but whatever be the case very late in the year, during the late summer or early autumn little sport is to be had in this way. *Sea-fowl* of all kinds will indeed be met with: gulls, skuas, terns, guillemots, little auks, cormorants, razor-bills, and the like. The latter birds, or *Alca torda*, are destroyed in great numbers in the Christiania fjord by Norwegian sportsmen in September and October, and are even pursued in small steamers, although worthless, except for their white breast feathers. To the list may be added a few sea-ducks, including scoters, shield-drakes, and eiders; but of genuine wild-fowl very few will be thus obtained. We may here appropriately mention again that the eider-duck is strictly preserved within the Tromsö *Stift* and in many other localities. British sportsmen must always avoid shooting them. On the other hand, there is scarcely a mountain tarn that does not possess its brood or two of some species of wild-duck, which will also be found in the quieter reaches of every river, and in the adjoining swamps and back-waters. Opportunities occur on most of the fishing lakes of supplying the larder with edible wild-fowl. The sportsman who is satisfied with this kind of sport will find fair occupation for his gun, and obtain several varieties, among which may be mentioned the mallard, teal, widgeon, pintail, golden-eye, common and velvet scoter, shoveller, and scaup: all true ducks; besides mergansers and red- and black-throated divers, which may be secured as specimens. The loud cry of the great northern diver (*Lom*) will often be heard, and the bird seen, but his skin is difficult to obtain owing to his great wariness. On the shores and islands of some of the mountain lakes great numbers of wild-geese are bred, and during the month of September these birds congregate in large flocks along the indented coasts of the outer islands on the western seaboard, such as Smölen and Fröien, and among the reefs and inlets of the Lofoten group. By lying in wait for them at dusk and dawn, when they fly to and fro between the sea and the local lakes and tarns, some few may be obtained. It is difficult to approach them within shooting distance in an ordinary boat. The gunning-punt is happily unknown in Norway. The young birds are sometimes massacred when barely able to fly, before they leave their breeding-places. A considerable number of wild-fowl also breed in the swamps of Jæderen (before mentioned), and assemble at the mouths of the small rivers which run through that flat region into the open sea. The Norwegian peasant despises wild-ducks as food—at some farmhouses it is difficult to get them cooked—but is generally eager to have them shot, to limit their depredations on his scanty crops.

Plover, &c.—The fjelds of Finmarken and Lapland are the breeding-places of countless thousands of golden plover and dotterel (*Charadrius pluvialis* and *morinellus; Heilo* and *Rundfugl*), and of the ruff (*Machetes pugnax; Brushane*). The whimbrel, curlew (*Smaa-* and *Stor-spove*), the godwit (*Langnebbe*), greenshank (*Glutsneppe*), redshank (*Rödbeen Sneppe*), and vairous species of sandpiper also nest in these vast solitudes. Of these birds, the first two are by far the commonest. In August, when the young birds are fully grown, the traveller on some of the fjelds will hear in every direction the wailing pipe of hosts of golden plover, and may shoot as many as he likes.

Although, together with the plump little dotterels, they entail some trouble in plucking, they are a welcome addition to the wanderer's larder. In September they shift their quarters, and, collecting in their myriads on the flats of Jæderen and similar localities along the S. coast, await the winds which favour their further migration. The green plover or peewit (*Vibe*) abounds in parts of Norway, especially in Jæderen, and a few years since, we are sorry to say, its eggs were being exported thence for the English market.

In concluding this sketch of the sport which the sportsman is likely to meet with in Norway, we may ask him to visit that country in not too sanguine a frame of mind and with but moderate expectations, and to be, moreover, prepared, considering the vast extent of land over which the game is spread, for frequent disappointment and constant hard work. Let him be patient with the natives, making allowance for their habitual tardiness and respecting their prejudices, and always bear in mind the two following regulations, rigorously imposed:

(*a*) *Aliens* are not allowed to shoot on *Crown and communal lands—i.e.* on ground which has no private owner—without an annual *license*, of which the cost is not less than 200 kr. (11*l.* 2*s.* 3*d.*), the maximum tax being 500 kr. A fine ranging between 200 kr. and 1000 kr. is leviable when this regulation is disregarded.

(*b*) *Dogs*, nominally for the exclusion of hydrophobia (which never existed in Norway), *cannot be imported* except from Sweden (where stringent quarantine regulations are imposed), and domestic dogs are strictly included in the prohibition. There are not many shooting dogs to be purchased in Norway, and their quality (except in the case of hounds for elk and reindeer) is not altogether satisfactory; but a few may be picked up in Christiania and Trondhjem, or procured from Sweden.

IX. Seasons for Travel.

1. *Summer.*—Tours in the S. of Norway and from the W. coast may well be undertaken in June. As a rule, the trees are budding in Christiania and the neighbourhood early in May, and the snow is entirely off the ground. But it requires the experience of a long chilly winter to appreciate fully the delightful fragance of birch- and pine-trees in May. Nature, so long torpid, is then awakening in all its youthful beauty, and ere long fields and rocks are covered with wildflowers and ferns, the peculiar flora of the North. The mountain torrents, as well as the diminutive rills, are in full motion; butterflies are hovering about; the swallows seeking and storing materials for their nests, and the forest-birds filling the woods with sounds of song and call over their mating engagements, which, however, being quickly over, leave the forests as silent as they had been in winter. June is often very pleasant, and in some of the southern districts highly enjoyable, although occasionally, and locally, chilly. July is the month in which the pleasantest weather throughout Norway is generally found. In the middle of August it sometimes breaks and becomes unsettled; but, nevertheless, August is, on the whole, more enjoyable in Norway than in England, except to grouse-shooters.

But then the days begin to draw in rapidly, after having enabled the traveller to dispense with all artificial light, even when reading his "Times" at midnight. No inconvenience is, however, experienced in exploring Norway S. of Trondhjem in September. It can be avoided by due attention to probable atmospheric changes. As a matter of fact, there is less inconvenience and discomfort in passing a winter in Norway than in England or Scotland. As the N. Cape, with its midnight sun, is one of the principal attractions to the tourist, it is a matter of course that the latter end of June or the first half of July should be selected, considering that the upper part of the sun at midnight is visible for the last time on August 1.

2. *Winter.*—Too little attention has been paid to the health-giving properties of a winter in the S. or W. of Norway. At Christiania, the maximum cold is one-half of what it is at St. Petersburg in the same latitude; while in several places on the W. coast and its fjords a temperate climate prevails throughout the winter. Norwegians with delicate lungs are sent, for instance, to the Hardanger fjord, in harmony with the modern treatment of diseases of the chest which require, above all, a dry and equable (though cold) temperature. As in other parts of the North, Norwegian houses are well adapted to meet the rigour of a cold season. An equable temperature pervades the dwelling-rooms, from which draughts are excluded by well-made windows, the "sash" window, so well calculated to produce an opposite effect, being almost unknown. Ventilation is effected by throwing windows wide open in the depth of winter. Warmth is permanently retained in each room, not by open fireplaces, but by small iron cylindrical stoves, in which a shovelful of coal and coke suffices to generate warmth sufficient for an entire night. By an arrangement so simple, coal (the principal fuel in all Norwegian towns) is not consumed merely in an attempt to warm the chimney and the atmosphere above it, with the accompanying result of adding blackness and all-pervading "smuts" to a fog. The comfort of Norwegian houses in occasional severe weather and easterly winds secures those who are weak from the risks they encounter in England and Scotland. It must be confessed, however, that the open fireplace, with its genial glow, blaze, and embers, will be missed by most true Britons.

In respect even to recreation there is much to attract both the young and middle-aged man to Norway. At Christiania especially, the winter months (December to March) may be passed most pleasantly in skating and snow-shoeing, over and above the ordinary enjoyments, occupations, and pastimes of life at home. The Norwegians are strong and excellent skaters, although even their best performers scarcely attain in figure-cutting the accuracy and finish of the Canadian and English schools. Running on snow-shoes is already attracting more and more attention from travellers, and those who have attained the art (in two or three weeks) become sometimes disdainful of the skater. The celebrated *snow-shoe race* at Christiania (in February), when leaps of 60 ft. and more are taken, is well worth attending. The interior of the country (Telemarken in particular, within easy access of the capital) is well adapted for such sport. Tobogganing, or descending snowy slopes on sledges, is a rough, but

exhilarating amusement. It is the Norwegian substitute (or rather the origin) of the Russian artificial "ice-hills." January and February are the best months for these winter pastimes in Norway.

The general attractiveness of the country will, it is hoped, be established in the pages that follow, whether in summer or winter.

X. Modes of Travelling: Steamship and Railway Fares, Land and Water Posting, Yachting, &c.

Travelling in Norway is special and peculiar, differing in many important respects from that in any other part of Europe. This is due to the natural configuration of the country, and to the distribution and habits of the population.

So many improvements have been made of late years in the means of locomotion, in the matter of roads, in accommodation even at remote posting-stations, and in the character of the food supplied throughout the country, that no discomfort (or exceedingly little) need now be apprehended by those who contemplate a tour in Norway.

The *telegraph* and *telephone* are so widely extended, and so cheap, that travellers in the height of the season can avail themselves largely of either of those means in order to secure accommodation, &c.

Travelling Coupons.—*Bennett's Tourist Office* issues *Coupons* by which the traveller can *without any extra cost* be franked through on any route he may select, and thereby calculate his exact expenses. They cover conveyance of every kind, and include guides, boats, and horses for special excursions to points of interest on a journey. The "Skyds" (posting) tickets are more especially convenient, as they are accepted at every posting-station on the main roads. Much of the travelling in Norway has to be done by driving, and the repeated payment of the posting-fare, the trouble of calculating it even from the tables we give, that of carrying a large supply of small coin, together with other incidental inconveniences, often cause annoyance even to an experienced traveller in Norway.

Bennett's Tourist Office also issues *Hotel Coupons* which are available at all the principal hotels and stations throughout Norway. They secure meals and accommodation, and afford preferential advantages to the holders.

Prospectuses relative to Bennett's Travelling Coupons for Norway, and giving a series of specimen tours, &c., may be had (post free) on application to Bennett's Tourist Office, Christiania, Bergen, or Trondhjem.

Steamers (*Dampskibe*).—The Wilson Mail Service to Christiania, Stavanger, Bergen, and Trondhjem is widely known for its excellence, and the steam communication between Scotland and the Norwegian coast, cheap and good as it already is, improves and extends yearly, under competition with Norwegian lines.[1] Too much praise cannot be accorded to the Norwegian coasting service. The steamers are

[1] See "XII., Access to Norway," for the lines, British and Norwegian, that convey tourists to and from Norway.

TABLE FOR WATER-POSTING (*Vandskyds*).

	From "slow" stations in the country			From "fast" stations with ordinary tariff in the country, or "slow" stations in towns			From "fast" stations with high-rate fares in the country, and "fast" stations in towns		
Kil.	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail
	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö	kr. ö.	kr. ö.
2	0,29	0.44	0.58	0.35	0,53	0.70	0.41	0.62	0.82
5	0.73	1.10	1.45	0.88	1.33	1.75	1.03	1.55	2.05
6	0.87	1.32	1.74	1.05	1.59	2.10	1.23	1.86	2.46
7	1.02	1.54	2.03	1.23	1.86	2.45	1.44	2.17	2.87
8	1.16	1.76	2.32	1.40	2.12	2.80	1.64	2.48	3.28
9	1.31	1.98	2.61	1.58	2.39	3.15	1.85	2.79	3.69
10	1.45	2.20	2.90	1.75	2.65	3.50	2.05	3.10	4.10
11	1.60	2.42	3.19	1.93	2.92	3.85	2.26	3.41	4.51
12	1.74	2.64	3.48	2.10	3.18	4.20	2.46	3.72	4.92
13	1.89	2.86	3.77	2.28	3.45	4.55	2.67	4.03	5.33
14	2.03	3.08	4.06	2.45	3.71	4.90	2.87	4.34	5.74
15	2.18	3.30	4.35	2.63	3.98	5.25	3.08	4.65	6.15
16	2.32	3.52	4.64	2.80	4.24	5.60	3.28	4.96	6.56
17	2.47	3.74	4.93	2.98	4.51	5.95	3.49	5.27	6.97
18	2.61	3.96	5.22	3.15	4.77	6.30	3.69	5.58	7.38
19	2.76	4.18	5.51	3.33	5.04	6.65	3.90	5.89	7.79
20	2.90	4.40	5.80	3.50	5.30	7.00	4.10	6.20	8.20
21	3.05	4.62	6.09	3.68	5.57	7.35	4.31	6.51	8.61
22	3.19	4.84	6.38	3.85	5.83	7.70	4.51	6.82	9.02
23	3.34	5.06	6.67	4.03	6.10	8.05	4.72	7.13	9.43
24	3.48	5.28	6.96	4.20	6.36	8.40	4.92	7.44	9.84
25	3.63	5.50	7.25	4.38	6.63	8.75	5.13	7.75	10.25

Table for Overland Posting (*Landskyds*).

Distances	From fixed (*fast*) stations in towns and on high-rate country roads 15 öre per kil. and 1½ öre additional for an ordinary *Stolkjærre*, and 2 öre per kil. for a *Carriole* or spring *Stolkjærre*								From "slow" (*tilsigelse*) stations in the country 8 öre per kil., and same additional rates for Vehicles				
	Horse alone for 1 Adult [2]	Horse and ordinary Stolkjærre		Horse and Carriole, or spring Stolkjærre		2 Horses and Trille [4]	2 Horses and Carriage [5]	3 Horses and Carriage	Horse alone for 1 Adult [2]	Horse and ordinary Stolkjærre		Horse and Carriole, or spring Stolkjærre	
		1 Adult [3]	2 Adults	1 Adult	2 Adults	2 or 3 Adults	3 Adults	4 Adults		1 Adult	2 Adults	1 Adult	2 Adults
kil.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.	kr. ö.
5 [1]	0.75	0.83	1.20	0.85	1.23	1.50	1.69	2.53	0.40	0.48	0.68	0.50	0.70
6	0.90	0.99	1.44	1.02	1.47	1.80	2.03	3.04	0.48	0.57	0.81	0.60	0.84
7	1.05	1.16	1.68	1.19	1.72	2.10	2.36	3.54	0.56	0.67	0.95	0.70	0.98
8	1.20	1.32	1.92	1.36	1.96	2.40	2.70	4.05	0.64	0.76	1.08	0.80	1.12
9	1.35	1.49	2.16	1.53	2.21	2.70	3.04	4.56	0.72	0.86	1.22	0.90	1.26
10	1.50	1.65	2.40	1.70	2.45	3.00	3.38	5.06	0.80	0.95	1.35	1.00	1.40
11	1.65	1.82	2.64	1.87	2.70	3.30	3.71	5.57	0.88	1.05	1·49	1.10	1.54
12	1.80	1.98	2.88	2.04	2.94	3.60	4.05	6.08	0.96	1.14	1.62	1.20	1.68
13	1.95	2.15	3.12	2.21	3.19	3.90	4.39	6.58	1.04	1.24	1.76	1.30	1.82
14	2.10	2.31	3.36	2.38	3.43	4.20	4.73	7.09	1.12	1.33	1.89	1.40	1.96
15	2.25	2.48	3.60	2.55	3.68	4.50	5.06	7.59	1.20	1.43	2.03	1.50	2.10
16	2.40	2.64	3.84	2.72	3.92	4.80	5.40	8.10	1.28	1.52	2.16	1.60	2.24
17	2.55	2.81	4.08	2.89	4.17	5.10	5.74	8.61	1.36	1.62	2.30	1.70	2.38
18	2.70	2.97	4.32	3.06	4.41	5.40	6.08	9.11	1.44	1.71	2.43	1.80	2.52
19	2.85	3.14	4.56	3.23	4.66	5.70	6.41	9.62	1.52	1.81	2.57	1.90	2.66
20	3.00	3.30	4.80	3.40	4.90	6.00	6.75	10.13	1.60	1.90	2.70	2.00	2.80
21	3.15	3.47	5.04	3.57	5·15	6.30	7.09	10.63	1.68	2.00	2.84	2.10	2.94
22	3.30	3.63	5.28	3.74	5·39	6.60	7.43	11.14	1.76	2.09	2.97	2.20	3.08
23	3.45	3.80	5.52	3.91	5·64	6.90	7.76	11.64	1.84	2.19	3.11	2.30	3.22
24	3.60	3.96	5.76	4.08	5·88	7.20	8.10	12.15	1.92	2.28	3.24	2.40	3.36
25	3.75	4.13	6.00	4.25	6.13	7.50	8.44	12.66	2.00	2.38	3.38	2.50	3.50

[1] All shorter distances are charged as for 5 kil.

[2] Two children between four and fifteen are counted as one adult. Children under four go free.

[3] Travellers using their own carriage.

[4] Horse alone for two adults half-fare additional, both from fast and slow stations.

[5] Travellers using their own Trille.

generally large, powerful, and comfortably fitted. On board some of the smaller steamers the sleeping accommodation, however, is not always adequate, and in the height of the season the saloons of most of the packets are converted at night into sleeping apartments. Before starting on a long voyage along the coast it is advisable to make inquiries as to the accommodation offered, and to secure a good berth, either at the shipping office or immediately on embarkation. Most of the officers speak English, but the stewards rarely know any other language than their own, or perhaps German. But, with the aid of our vocabulary, or that of Norwegian fellow-passengers, there will be no difficulty in getting anything that may be required. The *meals* on board the national steamers (breakfast, dinner, and supper) are abundant and, as a rule, very good. A charge of 5–5½ kr. (*5s.* 7*d.*–6*s.* 2*d.*) per diem[1] covers all expenses for food excepting coffee after meals, and ale, wine, and spirits. Norwegian beer (about 5*d.* per bottle) is light and pure, and preferred by many to British ale; the wines on board (as throughout Norway) are not dear, and are certainly genuine. Champagne is generally sweet, but hock, both sparkling and still, good. Spirits are obtainable on board all the large coasting steamers; whiskey is, however, to be preferred to cognac, which cannot always be relied on. The charge for a bottle of whiskey is 4 kr. to 6 kr., and for a glass about 7*d.* Old Norwegian *Aquavit* (flavoured with carraway-seeds) is an excellent and favourite "dram," generally taken before meals or while tasting the relishes that are served as a preliminary course; but it is not palatable with water.

Fares are very moderate on board the Norwegian coasting steamers, the first-class fare being at the rate of 40 öre (about 5*d.*) per naut. m., with considerable reductions for long distances; return tickets usually 1½ fare, which is also generally charged to husband and wife, while *bonâ fide* family parties are, as a rule, entitled to a "moderation." On the special fjord and lake steamers the charges are somewhat higher. Fares will frequently be mentioned in the Routes, but Bennett's Time-Tables should be consulted.

Under the head of "Steamers" prominent mention must be made of the so-called *Tourist Yachts*, that bring yearly more and more travellers to Norway. Their sailings are well advertised, and they are generally filled so rapidly that it is necessary to secure berths well in advance. During the "midnight sun" season they are more numerous, but one or two of the omnibus yachts extend their voyages to a late date in the autumn. The Norwegian tour, except in the excellent Wilson yachting steamer, is combined with a visit to Sweden, and often to the Gulf of Finland and St. Petersburg. One of the advantages of visiting Norway in a tourist yacht is that the cost (about 50*l.* for a month, exclusive only of wine, &c.) is a fixed amount. Norwegian tourist steamers take passengers from Newcastle, and back again, in 14 days, after visiting Bergen, Trondhjem, the principal fjords, &c., for 13*l.* or 14*l.* a head, and for 13*l.* if a cabin be shared by three or four persons. The food (5.50 kr. per diem) on board all the tourist steamers is excellent, and the attention to passengers so perfect

[1] Separately, breakfast or supper 1 to 1½ kr.; dinner 2 to 2½ kr.

that a yachting voyage is fully realised, at comparatively small expense.

Railways.—In 1890 the total mileage of the Norwegian railways in operation was 1562 kil. (971 m.) They are all State lines with the exception of the original Trunk Railway between Christiania and Eidsvold (68 kil.), which was built partly with British capital. They are admirably adapted to the requirements of tourists. Very few cuttings hide the surrounding country. The lines commonly run side by side with the old post-roads, following the courses of the larger rivers, rising with them towards their sources, and mounting considerable inclines, and in some instances crossing the great fjelds. Thus very little of the scenery is lost; some features are even better displayed than from the post-roads. This is especially the case where lateral valleys, branching into a main valley, are crossed by viaducts, or where the line is laid along a shelf blasted from a rock rising nearly perpendicularly above a roaring torrent. Being mostly narrow-gauged (1·067 mètres), with only second- and third-class carriages, they are generally slow. Ordinary fast trains attain a speed of 22 to 24 m., but mixed trains only 15 to 20 m. per hour. The stoppages are tedious from their number. During the tourist season a train is run to Trondhjem (349 m.) in 17 hours, with both first- and second-class carriages, with sleeping accommodation. The railway service to Sweden, in connection with improvements in the Swedish and Danish railway systems, is being gradually accelerated. Luggage not taken into the carriage (in which no bulky bags or bundles are permitted) must be booked, and, if in excess of about 50 to 70 lbs., must be paid for. All the trains have smoking and ladies' compartments. The fares and charges are moderate, and will be mentioned in the several Routes, together with the stations at which passengers can obtain refreshment. The food is simple, but good in character, and very reasonable (not more than 1.50 kr. for dinner or supper). Spirits are not obtainable, but wine and ale will be found wherever there is a restaurant.

A time-table for the journey is generally supplied in each carriage. General time-tables can be purchased at the principal railway-stations, and happily the publication by Mr. Bennett (as well as by Mr. Beyer, of Bergen) of steam and railway time-tables in the English language obviates recourse to the hitherto indispensable "Norges Communicationer."

For circular railway *coupons* apply to Mr. T. Bennett.

Observation.—A railway in construction from Christiansand will open fine tracts of country in the Sætersdal; but what tourists await with most impatience is the rail connection of Christiania with Bergen. This desire will probably be attained within three or four years. A line is being constructed from Hamar to Sell, in Gudbrandsdal, and another from Kongsvinger to Floberg, on the Swedish frontier.

Posting.—1. *Overland posting* (*Landskyds*[1]).—The absence of stage-coaches and of *diligences*, except on two or three routes on which they

[1] Pron. Land-*shyss*.

will be mentioned, is well compensated by the admirably organised posting arrangements of Norway, which admit of a maximum progress of 100 kil. per day.

Every road upon which wheeled vehicles can run (and Norway has a greater mileage of good roads in proportion to its population than any other country) is provided with posting-stations (usually farm-houses) at from 6 to 15½ Eng. m. apart.

The national *carriole* was indispensable to the country when its roads were little better than rough tracks, and before the few old regular roads were improved by modern engineering skill in regard to their gradients (now generally 1 in 20). The roads are maintained by the local landowners under communal supervision, for which purposes the parishes are divided into *Roder* (wards). Posts are placed along the road to indicate the name of the farm (with its registered number and that of its ward) that is bound to keep in order a specified length of highway. Although in reality no longer absolutely necessary except on cross-roads in remote districts, and where vehicles have to be transported across lakes or rivers, the carriole survives and is still associated in the mind of the tourist with travel in Norway. Its construction is light and simple, and so well known that we need not stay to describe it. Carrying only one person, and a postboy (or girl—*Jente*) on the box or small trunk behind (with a small bag, fishing-basket, and rugs in front), it is a means of locomotion relatively expensive to the traveller, and certainly unsociable. Moreover, the forced supply of a horse for each traveller bent on carrioling is a very heavy tax on the peasant proprietor, whose sturdy little horse could well draw at the same regulation pace (about 7 Eng. m. per hour) two, or even three, travellers in a more capacious, almost equally light vehicle, and for a payment more remunerative than that which can be charged to a single person. The *Stolkjærre* or "chair-car," which is becoming more and more general, holds two persons, their luggage, and the driver. When springless (as they usually are) neither of these vehicles can be called comfortable, especially on long journeys; but travellers who wish to avoid "roughing it" have only to apply to Mr. Bennett, the tourist agent at Christiania, Bergen, and Trondhjem, for a carriole, a stolkjærre, or a gig, with good springs, soft cushion, leather apron, &c. Mr. Bennett has sub-agents on all the great posting-routes. He also supplies an open four-wheeled vehicle called a *Trille*, which accommodates four persons (including the driver), but requires two horses.

A landau, or *calèche*, a still more convenient carriage, and capable of holding, on a pinch, six persons (including the driver), is generally available, either from Mr. Bennett or from independent purveyors of vehicles. It is an advantage, in the case of large parties, to hire the more capacious vehicles, the individual proportion of posting expenses being thereby reduced.

A novel departure in the matter of posting in Norway might with advantage be made by bringing out a strong but light English or American "trap" to suit a pony (14½ hands high), which can be purchased in Norway for about 15*l.*, and resold at a small loss on departure. Nor would it be difficult on similar terms to find a purchaser for the trap when done with.

The further advantage of hiring or purchasing a carriole or other vehicle, especially in the case of ladies, is that it saves the trouble of shifting luggage at each station. The drawbacks are the difficulty and loss of finally disposing of it, the occasional necessity of abandoning it at some mountain-pass, and the trouble, delay, and expense of shipping and unshipping it in steamers and boats. Where a vehicle is hired for a particular journey, the difficulty of finally disposing of it is avoided, but the expense will be about four or five times greater than trusting to a station stolkjærre or carriole picked up on the road. Those who are returning to Christiania, and only intend to remain a month or two in the country, will do well to *hire* instead of buying. In this case the bargain should be for a fixed sum per day or week, the purveyor to pay for any repairs necessitated by wear and tear: the party hiring to be liable only for repairs arising from accidental damage, and to have the option of purchasing at a fixed sum within a stated period. New harness should be provided for a long journey. Mr. Bennett's average charges for a vehicle are:

Carriole . . .	16*s.* 8*d.* to 22*s.* 3*d.*	For a journey not exceeding ten days.
Gig . . .	33*s.* 4*d.*	
Trille . . .	44*s.* 6*d.*	
Landau (*calèche*) .	55*s.* 7*d.*	

However attractive may appear the driving of a carriole or other vehicle drawn by a *skyds* horse, it should, as a rule, be avoided, especially by ladies, in order to allow the onus of damage to rest on the driver supplied by the owner of the vehicle. Accidents are continually occurring, and some have had a fatal result. Although the ponies are generally docile and surefooted, they know the difference between an aboriginal and a foreign holder of the reins. They resent the impatience of the latter to move on (even when not protested against by the *skydsgut*), are apt to turn sharply round corners, to swerve at a tangent into familiar farmyards, and sometimes (among other known equine tricks) to shy at unexpected objects. Moreover, overdriving is often boisterously resented by the man or boy in charge of the horse, and a penalty attaches to it. In any case a horse must be driven very gently out of and into a station, walked up a hill, and allowed a free rein only at the end of a descent. The acquisition of a whip should be avoided, as its use leads frequently to altercations. A Norwegian rarely carries or uses a whip, and never tugs at the reins. The horse is made to quicken its speed by a peculiar kissing sound of the mouth, and stopped at full speed by vibrating the lips so as to produce a sound like "Ptrru," as in the island of Skye and throughout Russia.

The following strict regulations should be borne in mind:

When the traveller leaves the reins to the post-boy, no responsibility with regard to the horse rests on him; but if he drives himself, and the horse be ill-used or driven beyond its strength, and should the post-boy complain, the posting-master at the next station (two other men being called in to confirm his views) is to ascertain the extent of the injury done to the horse;

and this the traveller is bound to pay. Until he does so, the posting-master is authorised to refuse to provide him with horses. This money is to be deposited with the posting-master for four weeks, so that the traveller can appeal against his decision and have the case more fully investigated.

At the landing-places of steamers, more especially, the risk of getting a bad horse or a rickety vehicle is great, many of the owners not being subject to the posting regulations and its responsibilities.[1] The traveller should always personally inspect the wheels of a vehicle, see that they are greased (daily, if travelling in a hired conveyance), and that the luggage is properly secured with ropes or with straps (on which a good eye should be kept on changing vehicles). The rough harness, which frequently gives way in some part, also requires inspection.

The rule of the road is the reverse of that in Great Britain—the left hand being given in Norway, as elsewhere on the Continent. It is against courtesy to attempt to drive past another vehicle without the consent of its driver.

Posting regulations for roads.[2]—All the principal roads are portioned out into stages varying from 10 to 25 kil. (6 to 15½ Eng. m.) The station (*Skydsstation*) is usually a farmhouse, adapted to the purposes of an *inn*, and the occupier of which, generally a respectable farmer, and often a landowner, undertakes, in consideration of freedom from certain taxes and of other privileges, to have in readiness horses and vehicles to convey a traveller to the next station. The stations are of two kinds: (*a*) *Fast—i.e.* fixed or permanent (on all the main roads), at which a certain number of horses have to be kept for posting

[1] In this respect we cannot do better than endorse the advice given in Mr. Bennett's *Handbook for Norway*, although it refers to a *long* journey. On a shorter one, say from Dalen in Telemarken to Odde in the Hardanger, a return vehicle can be taken with advantage, if the traveller is not in a hurry and desires to fish on the way. An arrangement to that effect is easily made at the ordinary posting-rate. Many of the so-called "touters" can produce books issued to them by local Tourist Associations and in which travellers enter their recommendations or the reverse. "One of the few unpleasant features in travelling in Norway is the band of unauthorised private drivers who carry on a competition against the posting-stations by touting for hire at many of the starting-points on the posting-routes—for instance, at Odnæs and Lærdalsören on the Valders (Fillefjeld) route, and at Næs and Lillehammer on the Gudbrandsdal (Romsdal) route. All the peasants of the district who own a conveyance and a couple of horses await the arrival of steamers, and vie with one another in securing customers. It is recommended to take no notice of these touters, who offer to drive the whole route through with their own horses. It is cruelty to drive 150 Eng. m. at one stretch with the same animals, especially if, as is often the case, they have just been driven a similar distance. The distressed condition of the ponies in such cases considerably mars the pleasure of the trip. Moreover, as the station-keepers are at the expense of keeping posting-horses, and have to provide accommodation for the convenience of travellers, it is but fair to support them by using their horses as well as their houses, even if one can find a return conveyance at a cheaper price than the posting-fare."

[2] The regulations for *water-posting* are given separately.

purposes; (*b*) *Tilsigelse*, or stations the holders of which are bound to procure horses from the local owners or occupiers of land, each in their turn. Travellers accurately designate these as "slow," for the horses have frequently to be brought from a distant field, wood, or farm. The station-master is entitled to 14 öre for fetching each horse; a delay of a few hours is not unusual.

It is therefore only on these stages that a traveller will occasionally resort to the use of a *Forbud*, or order for horses, sent a few hours (or even a day) before the time at which the supply is required, by a letter or post-card (on mail roads), by special messenger, or by a preceding traveller on the same road. The practice, once so common and necessary, is, however, seldom resorted to. In case of urgent necessity the traveller can always obtain the assistance of a native traveller or of a station-master. Printed forms for *Forbud* are, moreover, purchaseable in every town.[1] Money penalties and detention result from irregularities (when not involuntary) in keeping appointments thus made. On the other hand, a posting-master or horse-owner who detains a traveller more than 3 hrs. (except in case of unforeseen hindrance) is subject to a fine of 2 kr. for every additional hour.

N.B.—The *telephone* is available between stations on some of the main routes.

The posting-rates are very moderate, and, averaging only 2½*d.* to 3½*d.* per m., are not remunerative to those whom the law compels to supply horses (in reality a tax).

[The Society in Bergen for the prevention of cruelty to animals requests the attention of travellers to the following rules:

1. To allow 1¼ hr. per 11 kil. (7 Eng. m.) when the road is ordinarily good: more along a hilly stage.
2. To drive slowly at first starting.
3. To stop a little while to rest the horse in the middle of a long stage.]

With the assistance of the tariff and the information here given, the various charges for horses may be readily ascertained. The peasants are slow in calculating, but generally honest in their demands. When any difference arises as to payment, the next station-master should be applied to, and his decision acted upon. The fare is usually paid at the end of a stage, but, when made in advance, the attention of the Skyds-gut should be called to the fact before starting. Although not entitled to anything, it is customary to give the post-boy (or girl) a gratuity (*Drikke-penge*) of 25 öre to 1 kr. per stage, according to distance and the number of horses driven.

Where there are no posting-stations, a special agreement must be

[1] For the benefit of those who may be unexpectedly required to make out a *Forbudseddel*, or order, we give the following form:

Paa Skydsstation (name) *bestilles en Hest* (or *to, tre*, &c., *Heste*) *med Karjol* (pl. *Karjoler*, giving number) *eller Stolkjærre* (pl. *Stolkjærrer*) *til* (day of week, date, and hour—*Formiddagen* or *Eftermiddagen*). *Önsker ogsaa varm Frokost* (or *Middag*) *for* 1 *Person* (or 2, &c., *Personer*).

(Date and Place.) (Signature.)

made with owners of horses; and in these cases the price charged is often high, especially if a mountain-pass has to be traversed. The ponies on the mountains are very surefooted, and pick their own way with perfect safety. It is not necessary to provide a pony for a guide, who is always a good pedestrian.

(For *coupons* in payment of posting-charges, beds, and meals, *see* head of section.)

Weight of luggage.—In a carriole or Stolkjærre 32 kilos. (about 70 lbs.) may be carried by *one* person; but two persons in a Stolkjærre can only have with them 12 kilos. (about 25 lbs.) In a Trille, or any light, open four-wheeled vehicle drawn by two horses and seating three travellers, 75 kilos. (about 165 lbs.) are allowed. Two persons travelling in a landau (*calèche*) may have 50 kilos. (about 110 lbs.), and three persons (who must always pay for three horses), 75 kilos.

Although the law thus fixes the weight of luggage, yet, unless the traveller has imprudently encumbered himself with a very undue quantity, and attempts to overload the horse or vehicle, no question as to the exact weight is ever raised.

The Journal (*Dagbog*).—At every station a book is kept, in which the traveller enters his name, destination, the number of horses he uses, and the complaints he may have to make against the posting-master, post-boy, or others. These books are periodically inspected by the authorities, the complaints stated in them inquired into, and the accused parties, if found to have acted improperly, punished. Should the posting-master refuse to produce the book, he is liable to a fine of 2 kr. To it are always attached the posting regulations, a statement of the distances to adjoining stations, and the number of horses to be kept at the station. At every post-station the *Gjæstgiver*, or landlord, is bound to have, and to produce for inspection if required, *a table of rates and charges* of the different articles of food and liquors, as fixed by the authorities; but the charges are generally so moderate that few travellers appeal to that document. A bill is rarely, if ever, given, even if asked for; the total amount claimed being merely stated.

We need only say that the usual charges at posting-stations are: Bed, 80 öre to 1 kr.; breakfast and supper, each 1 kr.; and dinner, 1½ to 2 kr. The waitress, or chambermaid (*Pige*, *Jente*), is satisfied with 25 to 50 öre from each person. Good ale is always obtainable at 25 öre per bottle (*half-flask*), and claret or hock at 2 or 3 kr. In remote places the charges for bed and board are still smaller.

Water-Posting (*Baad- or Vand-Skyds*).—This is subject to similar regulations as the overland posting, and the cost is about the same. Payment is divided into (*a*) boat-hire and (*b*) wage of rowers, each working a pair of oars.

A ready-reckoner of the water-posting rates is given at p. [84*].

The rates of boat-hire are the same at "fast" and "slow" stations—viz. 2½, 4, 5, and 7½ öre per kil., severally for four-, six-, eight-, and ten-oared boats. These include the use of a sail, if wanted, but on "slow" stages the rates for the same boats, when without sails, are respectively 1½, 2, 2½, and 4 öre per kil.

Rowers are entitled to the following payments:

From "fast" stations in towns 9 öre[1] per kil. per man.
From "fast" stations in the country 7½ öre per kil. per man.
From "slow" stations in towns 9 öre per kil. per man.
From "slow" stations in the country 6 öre per kil. per man.

At "slow" stations it is necessary to pay each rower 7 öre extra for *tilsigelse* (ordering the boat), and a further sum of 7 öre when an eight- or ten-oared boat is ordered at country "slow" stations.

The rates are determined, not by the number of persons conveyed, but by the class of the boat. If the party be large, the luggage heavy, or speed desirable, a six- or eight-oared boat should be engaged. A guide may take the place of a rower, thus saving the expense of a local oarsman. Two men are generally required even for a single passenger, although two passengers may be carried in the same boat, unless the distance be great.

A boat with two rowers (four oars) is called a *Firring*, and is 12 to 15 ft. long; with three rowers (six oars) a *Sexring* (15 to 18 ft.); and with four rowers (eight oars) an *Ottering* (18 to 20 ft.) Boats of 20 ft. and more in length are paid for as ten-oared and requiring five rowers.

Pedestrian Travelling.

It is very usual to meet native gentlemen and ladies exploring their beautiful country, with perfect security, on foot. In this respect, our poet Moore may as well have sung of Norway as of Erin, for no son of Norway would offer harm of any kind to unprotected females. Parties of ladies (even in couples) are frequently met with, carrying a small knapsack, a waterproof (rolled up), and an umbrella against sun or rain; having, as a matter of course, sent relays of clothing to the principal points they desire to reach.

A day's march should be limited to 35 kil. A mile can easily be done in two hours on an ordinary road, but on rough or very hilly roads three hours are requisite. The novice in travelling on foot will train his powers on short stages, with more rest than a practised pedestrian will require. Needless to say, this is the cheapest and, in many respects, the most charming way of enjoying the lovely grandeur of the country, when not pressed for time.

An equally cheap and attractive mode of travelling is *cycling*, an account of which will be found in pocket at end of book.

Mountaineering is undertaken by comparatively so few travellers that it will suffice if we offer them some little aid and advice in the Routes on which "Alpine climbing" can be practised.

Yachting.

The Norwegian fjords offer unrivalled attractions to yachtsmen, the only occasional discomfort being that of crossing from our own coast in a vessel of small size. The yacht may, however, be sent to Christiania, Bergen, or Trondhjem, and followed in a mail steamer.

[1] This rate is also occasionally charged in the country.

The Hardanger fjord and the Sogne fjord and their branches are favourite yachting localities, and Bergen, perhaps, the best starting-point. The exploration of those magnificent estuaries, and the grand valleys which open into all their branches, may occupy two or three weeks, or an entire summer, according to the thoroughness with which the trip is done. The means of crossing overland from one fjord to the other, and all other necessary information, will be found in the Routes given in this Handbook.

It is not obligatory on yachts to engage pilots,[1] but it is safer to do so when navigating within the Skerries (*Skjærgaard*) along the W. coast, and also when steaming or sailing up the Christiania fjord, which no yachting party should neglect, either on the way to or from the W. coast.

The whole of the W. coast up to Hammerfest and the N. Cape may be explored almost entirely in smooth water, there being very few open spaces between the islands and rocks that protect the mainland from the waves of the ocean. Steam yachts are naturally more convenient for such a voyage. In the case of a sailing yacht, a tug is often engaged at Bergen, &c., to attend her in the long, sometimes calm, and often squally, fjords.

XI. Hints to Travellers: Hotels and Inns, Clothing, Requisites, &c.

Hotels and Inns.—Even ladies contemplating a visit to Norway must not be alarmed by what they read in old books concerning the physical hardships of Norwegian travel, very great changes having taken place and being still in progress. At Christiania, Trondhjem, Bergen, and the few other considerable towns there are excellent hotels, of which the proprietors and the servants speak English. In many country places—especially at the landing-stations of the most frequented fjords, where tourists most congregate—are good country inns, not so luxurious as the larger hotels in towns, but well provided with substantial comforts, scrupulously clean, and usually with a varied supply of genuine wine at moderate prices. The possibility of procuring good wine so far north surprises many tourists, but is easily explained. The Norwegians have extensive commercial transactions with the Catholic countries of the Mediterranean, supplying them with the salt-fish required for fast-days, and taking shipments of wine as return freight.

The rural inns of Norway are of a peculiar and exceptional character, mainly consequent on the fact that it is a country without villages, and therefore without anything corresponding to our public-house, to the French *auberge*, the German *gasthaus*, or the Italian *osteria*. The towns are so far apart, and the intervening population so scanty, that country *hotels* for native requirements are quite out of the question. Therefore none but "*bonâ fide* travellers" demand public entertain-

[1] Yachtsmen should be careful in engaging a local, unlicensed pilot (*Kjændsmand*). The advice and assistance of one of the numerous British Vice-Consuls should in such matters be sought.

ment, and this is provided at the posting-stations, which, as already stated, are usually farmhouses on or near the roadside, and bound to provide not only horses and vehicles, but also food and lodging for travellers. When Norway was but little known to foreign tourists and sportsmen, these provisions were simply adapted to supply the wants of the hardy natives, who were satisfied with *fladbröd* and *smör*—that is, oat-cake and butter—and a straw bed with a sheepskin for coverlid. At the primitive stations of the little frequented byways little or no more than these is even now obtainable, but on all the highways largely visited by tourists great and most praiseworthy efforts have been made to learn the requirements of foreign visitors.

At most of the stations on the great highways separate buildings have been erected for the accommodation of tourists, with every possible effort in the direction of cleanliness, if not luxury. At the same time, certain necessary arrangements are often so rude, nauseous, and public as to shock even a male traveller. Sufficient attention has not yet been directed to this important point by those who are anxious to improve the accommodation at hotels and inns in Norway. For the present, travellers must "make the best of it."

Another defect, of which complaint is still made (although gradually being remedied), is the shortness of the beds. By removing the wedge-shaped bolster, the inconvenience may generally be obviated. Blankets are becoming more common, and are supplied when asked for, in lieu of the *Dyne* or down-coverlet, to which most travellers object, especially in summer.

In regard to **food**, tinned meats, biscuits (English and Norwegian), and even *white bread* are commonly obtainable. Fresh beef and mutton are rarities in country inns; trout and salmon are abundant and excellent, as well as ptarmigan and other game in the shooting season, and reindeer venison in certain districts, especially in Arctic Norway. The ham commonly found is excellent, especially when German. When required to be fried it should be intimated that raw, not boiled, ham should be so treated. Native bacon is obtainable in towns, but in country districts American bacon is in general use. Sausages, smoked salmon, and preserved *délicatesses* are found on every table. Veal is the most abundant of fresh meat in central and southern Norway. Poultry and eggs are usually obtainable, except in the far north. Sweet dishes, pancakes, omelettes, and fruit jellies are usually provided. Vegetables are generally represented by potatoes. Milk and cream will be found good and abundant. Butter is plentiful and genuine. Cheese is served at every meal, Norwegians generally taking nothing else at breakfast, and particularly *Myse-ost*, or cheese made of whey or goat's milk. *Gamle-ost* ("Old cheese") is a variety which, for good reason, will usually be found under a glass cover. English and Dutch cheese is, however, almost always obtainable. Coffee is good throughout Norway, but those who require tea should bring it with them, and, at all events, superintend its decoction.

In fact, if travellers have now to complain of anything in the matters of food at inns it is the *excessive use of butter*, and the *overcooking of meat and game*. They should give hints in these respects, and, if on a long inland trip, produce a folding gridiron, which they

should bring with them, and on which they should desire their fish, steaks, and chops to be cooked. In some places, however, Norwegians are under the impression that Britishers eat only *raw* meat and game.

As already stated, good ale is obtainable at the humblest stations, and wine at most. The tourist who requires spirits should carry his own flask and reserve.

Clothing.—It should be borne in mind that even on a day's journey a considerable variation in the temperature and in the character of the weather may be encountered; also (and especially by ladies) that travelling in a carriole, stolkjærre, or gig, involves constant exposure to the weather. The clothing must, therefore, be light and warm, and protected when necessary against rain by waterproof coats or cloaks with hoods, umbrellas being somewhat unmanageable, although they may occasionally be found useful also in keeping off the rays of a hot sun. A couple of square yards of waterproof sheeting or oiled canvas should be carried, to keep the knees or the rugs and coats dry. Extra wraps are very essential on board steamers, especially on the N. Cape tour. An indiarubber cushion is a luxury frequently appreciated, but a rug or thick plaid will serve the same purpose, while being available as an extra blanket at night. The *male attire* should be of stout and strong tweed, supplemented not only by a macintosh, but also by an ulster or some other form of overcoat. For *ladies* the travelling-dress should be of a strong but light woollen fabric, and the waterproof cloak, already insisted upon, large enough to cover the dress entirely. A dust cloak and a wadded jacket or warm cloak should not be forgotten. Outer garments that confine the arms should be avoided. Ladies as well as gentlemen should wear stout boots or shoes. Warm woollen gloves should be available, and ladies' gloves long enough (or with gauntlets) to protect the wrists from mosquitoes, which can to a certain extent be warded off the face and neck by special veils. Such veils can be procured at Mr. Bennett's tourist offices. On fishing expeditions in districts where mosquitoes abound in the middle of summer (and principally in the N.) a bell-shaped mosquito-net for suspension from the ceiling and over the bed will be a great comfort. Such netting must be procured and stitched together at home. *Eucalyptus oil* is now recommended as an ointment dreaded by mosquitoes. But as regards their presence in bedrooms, our experience in countries where the plague is general, not occasional as in Norway, enables us to recommend the pastilles of Dr. Zampironi, royal chemist, Venice. One of them, when burnt in an ordinary-sized room (with closed doors and windows), effectually disposes of the mosquito.

Requisites.—In these days of travel, particularly in a country now so well known as Norway, it is no longer necessary to instruct an Englishman or an American in the details of the pursuit to which he is so generally addicted. His almost only rival in the Norwegian field is the German, in whom the aboriginal instinct of peregrination is being strongly resuscitated and largely directed towards Norway. We, therefore, eliminate from the present edition the long list of ordinary requisites previously given, and refer the rare novice to the tourist offices in Norway, at which everything essential is procurable.

Luggage.—It is even scarcely necessary to say that the *impedimenta* should be limited as much as possible in number and bulk when an overland journey is in view. Some of the vehicles being, however, peculiar to the country, it may be useful to recommend that the dimensions of a box or solid portmanteau, on which a post-boy (sometimes a heavy man) is destined to sit, should not exceed 34 in. in length by 15 in. in breadth and 12 in. in height. Special boxes for such a purpose are provided by Mr. Bennett, who also takes charge of, or forwards by steamer, any luggage that is temporarily dispensed with.

Customs.—The examination of luggage on arrival in Norway is judiciously lenient. Travellers will not find it worth while to bring with them groceries, which are heavily taxed; and wines, spirits, and tobacco (especially cigars) are excellent, and relatively cheap, owing to the Norwegian Customs duties being lower than the British Excise rates.

Provisions.—The larders to be found at posting-stations, &c., have already been described. On some routes, and on shooting or fishing expeditions, a supply of tinned meats, &c., biscuits, Liebig's extract of meat, tea, sugar, coffee, and whiskey or brandy, should be carried. All these are purchaseable in Norwegian towns, from which stocks can be easily replenished by proper arrangement.

Interpreters, Couriers, &c.—The employment of a *Tolk* (lit. interpreter), or guide, is a luxury, not a necessity, when travelling on the main routes. The country people are now quite accustomed to deal with tourists, are always civil and honest, and are fast picking up a smattering of English. Nevertheless, when a party is large, a *Tolk* is undoubtedly useful in securing post-horses, engaging rooms, arranging for meals, and in performing all the other usual duties of a travelling servant. He should be engaged through the agency of Mr. Bennett, who thus becomes responsible for his respectability. The usual payment is 10 kr. per diem, the *Tolk* paying for his own board and lodging. The best class of *Tolks* are students, who are occasionally found (in Christiania) willing to occupy the summer vacation in travelling with English or American families. They must naturally be treated on a footing of equality. Young Norwegian ladies sometimes undertake the same office in the case of lady-travellers.

The Norwegian Tourist Association should be supported by every traveller. The yearly subscription is 4 kr. The annual published by it, and supplied gratis to its members, contains many interesting contributions (sometimes in English). The income of the Association is expended in improving access to waterfalls and views, in building mountain-huts, &c. Its badge, purchaseable for 1.50 kr. at Mr. Bennett's (where subscriptions are also received), secures civility and a prior claim to accommodation at huts and other establishments supported by the Association.

Cost of Travel.—This may be reckoned at an average of 1*l.* per diem, the gross cost of posting being 20 öre per kil., and that of board and lodging at stations 4 kr. to 8 kr., exclusive of wine and beer. In the larger towns the corresponding charge at the best hotels will be at least 10 kr. Travellers wishing to reduce their expenditure to an average of 1*l.* (18 kr.) per day must not linger in towns, but stop as

long as possible at cheap, but good "stations." Two or three persons travelling together and dividing the posting gratuities (which should be moderate) and other extras can reduce the expenses to an average of 17*s.* a day. Pedestrians and cyclists need not spend more than 10*s.* a head, and less if much travelling by steamer or railway be avoided.

Passports.—These are not required, except sometimes for the identification of persons claiming *poste-restante letters*.

XII. Skeleton Routes and Access to Norway.

I. Skeleton Routes.

It is practically impossible within the compass of this book to give a sketch of all the tours that can be made in Norway. Their selection depends on conditions so various, with regard to disposable time and resources, points of embarkation, the choice of travel by steamer, rail, or carriage, &c., that out of a hundred travellers, perhaps only twenty-five would take exactly the same route. Travellers not experienced in making up a tour for themselves, with the help of the routes that we give, supplemented by the newest local information in respect of the sailing of steamers, the departures of trains, &c., will do well to apply to one of Bennett's Tourist Agencies,[1] the principal business of which is to draw up skeleton tours in conformity with the conditions to which we have alluded.

In planning a tour, the traveller will to some extent be influenced by the following general observations.

The grandest scenery in Norway is connected with the great mountains that run from N. to S. almost throughout the whole length of the country. The best portions, as well as those most easily attainable, may be grouped as follows, according to the chief centres or head-quarters from which they can be explored:

1. *Christiania* and its fjord, the Tyri fjord, Ringerike, the Randsfjord, Telemarken and the Hardanger; the routes over the Fille and Dovre fjelds, the rly. to Trondhjem, the grand Jotunheim region, &c.

2. *Stavanger* and the beautiful route now open to Odde (Hardanger).

3. *Bergen*, the starting-point for the most charming tours in Norway, to the N., S., and E. The Hardanger fjord on the S. and the Sogne fjord on the N. are the principal attractions from this point.

4. *Molde*. Beautiful in itself, this is the basis (or the terminus) of a drive through the magnificent Romsdal and Gudbrandsdal valleys, as well as a point of departure for an overland journey to Trondhjem *viâ* the Dovrefjeld. The scenery is more especially beautiful between Molde and the Hardanger fjord.

5. *Trondhjem*, reached by sea, or by rail from Christiania, through the grand valleys of the Glommen and the Gula. It is also the nearest

[1] At Christiania, Bergen, Trondhjem, or Stavanger. No fees charged. Tourist agencies have also been established at Christiania and Bergen by Mr. Beyer.

starting-point for a peep at the midnight sun, and for the routes described in our section for N. Norway.

Sportsmen will find guidance in our Notes on Angling and Shooting, while cyclists will for the first time be supplied in this edition with the special information they require.

The pedestrian or hardy tourist that can climb mountains and traverse mere bridle-paths, can extend and modify his routes in many ways.

Reminding our readers once more of the necessity of consulting local time-tables (now published in English by Bennett's Tourist Office), we subjoin a few

SPECIMENS OF SKELETON ROUTES.

1. From *Christiania.*

	Days.
A. *Grand Tour of Two or Two-and-a-half Months*—	
London or Hull to Christiania	2 — 3
Christiania	1½ — 2
Christiania to Trondhjem, *viâ* Mjösen and Dovre fjeld	0 — 6
Christiania to Trondhjem, by rail	1 — 0
Trondhjem and the Lerfos, &c.	1 — 2
Trondhjem to Vadsö, *viâ* N. Cape, and back	16 —18
Trondhjem to Molde, *viâ* the Orkedal and Surendal	0 — 4
Trondhjem to Molde, by steamer	1 — 0
Molde to Næs and the Romsdal, and back	3 — 3
Næs to Aalesund, *viâ* Vestnæs and Söholt	0 — 2
Næs to Aalesund, by steamer	1 — 0
Aalesund or Söholt to Merok (Geiranger fjord)	1 — 1
Merok to Faleide (Nord fjord), *viâ* Hellesylt	1 — 2
Faleide to Vadheim (Sogne fjord), *viâ* Utvik, Sande, &c.	1½ — 3
Vadheim up Sogne fjord and Nærö fjord to Gudvangen	1 — 2
Gudvangen to Vossevangen	0½ — 1
Vossevangen to Bergen, by rail	0½ — 0½
Bergen	2 — 3
Bergen to and up Hardanger fjord to Odde	1 — 2
Odde to Röldal and over the Haukeli to Haukeli-sæter	1½ — 2
Haukeli-sæter to Dalen or Trisæt, Telemarken	2 — 2
Trisæt to Ulefos, *viâ* Bandak lake	1 — 1
Ulefos to Kongsberg, *viâ* Hitterdal, the Tinsjö, Rjukanfos, &c.	3 — 4
Kongsberg to Christiania, by rail	0½ — 0½
Kongsberg to Hönefos, by rail, with excursions on Lakes Kröderen and Spirillen, and the Randsfjord	0 — 4
Randsfjord to Christiania, by rail	0 — 1
Christiania to Hull or London	2 — 3
	45 —72
Extra stoppages, &c.	7 — 7
	52 —79
B. *Tour of Six or Seven Weeks*—	
London or Hull to Christiania	2 — 3
Christiania	1 — 1
Christiania to Skien	0½ — 1

	Days.
Skien to Hitterdal and Rjukanfos, and back to Ulefos	3 — 2
Ulefos to Trisæt or Dalen	1 — 1
Thence over Haukeli to Odde	3 — 4
Odde and Hardanger fjord	2 — 4
Thence to Bergen	1 — 1
Bergen	2 — 2
Bergen to Vossevangen and Gudvangen	1 — 2
Gudvangen to Lærdalsören and Vadheim (Sogne fjord)	1 — 2
Vadheim to Utvik and Faleide	3 — 3
Thence to Hellesylt and Merok (Geiranger fjord)	1 — 2
Thence to Molde, *viâ* Söholt, &c.	1½ — 2
Molde	1 — 1
Molde to Næs	0½ — 1
Thence up Romsdal and over Dovre fjeld to Trondhjem	5 — 6
Trondhjem to N. Cape and back	8 — 8
Trondhjem	1 — 1
Trondhjem to Christiania	1 — 1
Christiania to Hull or London	2 — 3
	41½—51

C. *Tour of Four or Five Weeks in S. and W. Norway—*

London or Hull to Christiania	2 — 3
Christiania	1 — 1
Christiania to Odde (Hardanger fjord), *viâ* Telemarken	5 — 7
Odde to Bergen	1 — 1
Bergen to Vossevangen, by rail	0½ — 0½
Vossevangen to Gudvangen	1 — 1
Gudvangen to Vadheim (Sogne fjord)	1½ — 2
Vadheim to Utvik (Nord fjord)	2½ — 3
Utvik and Faleide to Merok (Geiranger fjord)	1½ — 2
Merok to Molde, *viâ* Söholt, &c.	1½ — 2
Molde	1 — 1
Molde to Næs	0½ — 1
Næs, up Romsdal and Gudbrandsdal, to Christiania	5 — 6
Christiania to Hull or London	2 — 3
	26 —33½
Extra stoppages, &c.	4 — 4
	30 —37½

D. *Tour of Three to Four-and-a-half Weeks—*

London or Hull to Christiania	2 — 3
Christiania	1 — 1
Christiania to Hönefos, by rail or carriage	0½ — 1
Hönefos to Lærdalsören and Gudvangen, over the Fille fjeld	5 — 6
Gudvangen to Eide, Vik, Odde, &c., and Bergen	4 — 6
Bergen	1 — 1
Bergen to Molde, by sea, visiting Sogne fjord	1½ — 1½
Molde	1 — 1
Molde to Trondhjem, by sea	1 — 0
Or, Molde to Christiania, *viâ* Romsdal, &c.	0 — 7

	Days.
Trondhjem	1 — 1
Trondhjem to Christiania, by rail	1 — 0
Christiania	1 — 1
Christiania to London or Hull	2 — 3
	22 —32½

(No allowance for extra stoppages, &c.)

E. *Tour of about Three Weeks—*

London or Hull to Christiania	2 — 3
Christiania	1 — 1
Christiania to Molde, *viâ* Gudbrandsdal and Romsdal	6 — 7
Molde	1 — 1
Molde to Bergen, *viâ* Hellesylt and Vadheim	6 — 7
Bergen and Vossevangen	2 — 3
Bergen to Hull	2 — 2
	20 —24
Extra stoppages, &c.	3 — 1
	23 —25

F. *Another Tour of Three Weeks—*

London or Hull to Christiania	2 — 3
Christiania	1 — 1
Christiania to Hönefos, Kröderen	1½ — 2
Kröderen to Lærdalsören, *viâ* Hallingdal	3 — 4
Lærdalsören to Vossevangen, *viâ* Gudvangen	1½ — 2
Vossevangen to Bergen, *viâ* Hardanger fjord	1½ — 3
Bergen	2 — 3
Bergen to Hull	2 — 2
	14½ —20
Extra stoppages, &c.	6½ — 1
	21 —21

G. *Tour of about Two Weeks—*

London or Hull to Christiania	2 — 3
Christiania	1 — 1
Christiania to Odde (Hardanger fjord), *viâ* Haukeli	5 — 6
Odde to Bergen, *viâ* Eide	1 — 2
Bergen	1 — 1
Bergen to Christiansand and England, by sea (direct to England, about two days)	4 — 5
	14 —18
Extra stoppages, &c.	1 — 0
	15 —18

H. *An Eleven Days' Trip—*

London or Hull to Christiania	2 — 3
Rail to Eidsvold, steamer on Mjösen, and return	3 — 2
Excursion to Drammen, Kongsberg, Rjukanfos, &c.	4 — 3
Return to Hull or London	2 — 3
	11 —11

I. *Trip of One Week*—	Days.
London or Hull to Christiania	2 — 3
Christiania and environs	1 — 1
Excursion to Sundvolden	1½ — 2
Christiania to Hull or London	2 — 3
	6½ — 9

If the steamer on the Tinsjö is not available in time (which can be ascertained at Christiania), the excursion may be changed for one to Hönefos and the Ringerike, by taking the Randsfjord line from Drammen instead of the Kongsberg rly.

2. From the *West Coast of Norway.*

A. *Grand Tour of Two or Two-and-a-half Months*—

Instead of starting from Christiania, the traveller would land at Trondhjem, proceed to the N. Cape and Vadsö, and return to Trondhjem or Molde, whence the tour would be as in the grand tour from Christiania, but in a reverse order. The routes taken from Trondhjem southwards can in both cases be varied in several directions.

B. *Tour of Five to Seven Weeks*—

Landing at Bergen, it is assumed that the traveller's point of re-embarkation for England will be Christiania.

	Days.
To Bergen from Hull or Newcastle	2 — 2½
Bergen	1 — 2
Bergen to Lærdalsören, *viâ* Vossevangen and Gudvangen	2 — 2
Lærdalsören to Vadheim (Sognefjord)	1 — 1½
Vadheim to Molde (as in B, from Christiania)	6 — 8
Molde	1 — 2
Up Romsdal and across Dovre to Trondhjem	6 — 8
Trondhjem and N. Cape and back	8 — 8
Trondhjem	1 — 2
Trondhjem to Christiania	1 — 1½
Christiania to Drammen, Hönefos and Randsfjord, and back	2 — 4
Christiania and environs	2 — 3
Christiania to Hull or London	2 — 3
	35 — 47½
Extra stoppages, &c.	3 — 3
	38 — 50½

C. *Tour of Four to Five Weeks*—

Hull or Newcastle to Stavanger	1½ — 1½
Stavanger	1 — 1
Stavanger to Röldal and Odde, in Hardanger	3 — 4
Odde	1 — 2
Odde to Bergen	1 — 1
Bergen to Lærdalsören, as in preceding Route	2 — 2½
Lærdalsören to Molde, *viâ* Vadheim	7 — 8
Molde	1 — 2
Molde to Christiania, *viâ* Romsdal and Gudbrandsdal	6 — 7
Christiania	2 — 2
Christiania to Hull or London	2 — 3
	27½ — 34

D. *Tour of Fourteen Days to Bergen, Trondhjem, and Grandest Fjords, from Newcastle, by Norwegian Tourist Steamers.*

See Itineraries published (in English) each tourist season by the Bergenske and Nordenfjeldske Steamship Companies, and largely advertised.

The fares, sailings, and other arrangements of tourist yachting steamers are so variable that reference must necessarily here be made to notices in Bradshaw, and time-tables published in Norway each season.

II. Access to Norway.

This is now as easy as to other parts of the Continent, the quickest and cheapest route being by the large and commodious strs. proceeding direct from various ports in England, across the North Sea, to the chief ports in Norway; but those who dislike the water may travel by rail, limiting sea-passages to the straits between Dover and Calais (21 m., 1½ hr.); Nyborg and Korsör (18 m., 1½ hr.); and between Helsingör and Helsingborg (20 min.) But unless the traveller be desirous of stopping to visit the countries traversed, the overland routes are more fatiguing and expensive and involve several trans-shipments.

Subject to subsequent modifications, extensions, &c. (for which consult Bradshaw and Bennett's time-tables), Norway can be reached by one of the following routes:

A. South Norway.

1. *Sea-Routes.*

[*Obs.*— The following list cannot remain exhaustive until another edition of this Handbook is issued, and travellers must therefore understand that reference to advertisements and time-tables becomes more essential year by year.]

(1) Lines of Royal Mail Strs. maintained by T. Wilson, Sons & Co. from London, Hull, and Grimsby. Apply to them for the sailings of their passenger and yachting steamers published each season. Passages must be booked well in advance.

(*a*) **London to Christiansand** (511 n.m., about 46 hrs.) and **Christiania** (656 n.m., about 60 hrs.) From Millwall Docks every Friday morning[1] for Christiania, but only on alternate Fridays for Christiansand (returning from Christiania on Thursdays). W. E. Bott & Co., 1 East India Avenue, Leadenhall Street, are the London agents. *Fares*: To Christiansand or Christiania—Single, 1st cl., 4*l.*; return,[2] 6*l.*

[1] If the hour of departure be early, passengers from London or Hull may embark on the previous evening.

[2] Return tickets for Christiansand or Christiania are available for return by the Wilson Line strs. from Stavanger or Bergen, or *vice versâ*. A ticket is issued at 8*l.* 10*s.* from Hull to Trondhjem (not available from Trondhjem, Christiansund, or Aalesund) to return from Bergen, Stavanger, Christiania, Christiansand, or Gothenburg to Hull, or from Christiania or Christiansand to London, including victg.

Victg., 6*s.* 6*d.* per day. Children under 12 yrs. half-price; infants free.

(*b*) **Hull** to **Christiansand** (410 n.m., 32 hrs.) and **Christiania** (558 n.m., 48 hrs.) every Friday evening, returning from Christiania (calling at Christiansand) every Friday afternoon. *Fare* (to either port): 4*l.*; return, 6*l.* Victg. 6*s.* 6*d.* per day.

(*c*) **Hull** to **Gothenburg** (510 n.m., about 36 hrs.) Thence by rail or str. to **Christiania**. Every Saturday after arrival of the mail-train from London, due 4.32 A.M. *Fares to Gothenburg*: Single, 1st cl., 3*l.* 3*s.*; return, 5*l.* 5*s.* Victg., 6*s.* 6*d.* per day. Return tickets to Gothenburg are issued at 6*l.* (exclusive of victuals), available for return from Christiania. Return tickets, Hull to Gothenburg, can be used also for return to London by the Thule Steamship Line. A similar advantage is offered in the case of the weekly (Tuesday) Wilson str. from **Grimsby** to **Gothenburg**, by which the fares are the same as from Hull.

(*d*) **Hull** to **Copenhagen** (621 n.m., about 56 hrs.) Thence by rail or str. to **Christiania**. Weekly, leaving Copenhagen for Hull every Thursday. *Fares*: 1st cl., 3*l.* 3*s.*; return, 5*l.* 5*s.*

(2) Other Steamship Lines.

(*a*) **Newcastle** to **Christiania** (calling at *Arendal*) (722 n.m., about 65 hrs.) by the Norwegian Östlandske Lloyds Co.'s strs., every Friday afternoon, arriving at Arendal on Sunday and at Christiania on Monday morning. Return from Christiania every Wednesday, stopping at Laurvik to take in cargo, leaving again Friday night after arrival of trains from Christiania and Skien. Another call is made at Arendal, which is left on Saturday noon, the str. reaching Newcastle on Monday morning. *Fares*: Single, 1st cl., 2*l.* 10*s.*; return, 4*l.* Single, 2nd cl., 1*l.* 10*s.*; return, 2*l.* 10*s.* Victg., 5*s.* 7*d.* and 3*s.* 4*d.* per diem. Rates same to Laurvik or Christiania.

(*b*) **Leith** to **Christiansand** (whence daily strs. in 21 hrs. to Christiania: 410 n.m., about 36 hrs.), by the Leith, Hull, and Hamburg Steam Packet Co.'s strs. every Thursday afternoon, arriving at Christiansand Saturday morning (and proceeding thence to Copenhagen). Calls at Christiansand for Leith every Friday evening, arriving Sunday noon. Saloon single fare between Leith and Christiansand, 3*l.* 3*s.*; return, 5*l.*, with victg.

(*c*) **Grangemouth** to **Christiania**, by Norwegian strs. "Norway" and "Scotland" (fast, and luxuriously fitted). Every Wednesday, calling at Egersund, Christiansand, and Arendal. *Fare*: 1st cl., 2*l.* 10*s.*; return, 4*l.* Victg., 5*s.* 6*d.* per day. Average passage from land to land, about 28 hrs. Agents: I. T. Salveson & Co., Grangemouth.

(*d*) **Antwerp** to **Christiania** (3½ days) by the excellent Norwegian Östlandske Lloyds strs. every Thursday, calling one week at Christiansand and Arendal, the other week at Arendal only. Return from Christiania alternately on Tuesday and Thursday. 1st cl. single, 2*l.* 10*s.*; return, 4*l.* Victg., 5*s.* 7*d.* per day.

(*e*) **Amsterdam** to **Christiania** (60 hrs.) Weekly service every Saturday. To Christiania *viâ* Gothenburg; from Christiania *viâ* Frederikstad (4½ hrs. rail from Christiania), 84 hrs. *Fares*: 1st cl., 2*l.* Victuals 4*s.* 6*d.* per day.

(*f*) **Rotterdam** to **Christiania** *viâ* Christiansand (65 hrs.) Fortnightly service. 1st cl. fare: 2*l.* single.

(*g*) **Havre** to **Christiania**, calling at Arendal (about 3½ days), by Norwegian Söndenfjeldske Line, every alternate Thursday afternoon, reaching Christiania on Monday. Departure from Christiania every other Thursday at 1 P.M., calling at Christiansand Friday morning, and arriving at Havre Monday morning. 1st cl. single, 4*l.* 9*s.*; return, 7*l.* 15*s.* 7*d.* 2nd cl. single, 3*l.* 2*s.* 3*d.*; return, 5*l.* 6*s.* 8*d.* Including victuals.

(*h*) **Bordeaux** to **Christiania** (about 7 days). Fortnightly sailings by Norwegian strs. 1st cl. single, 3*l.* 17*s.* 10*d.*; return, 6*l.* 2*s.* 3*d.* 2nd cl. single, 1*l.* 15*s.* 7*d.*; return, 2*l.* 17*s.* 10*d.* Victg. 4*s.* 6*d.* and 2*s.* 3*d.* per day.

(*i*) **Hamburg** to **Christiania** (about 2½ days), calling at Christiansand, Arendal, and Laurvik, by the well-appointed Söndenfjeldske Line, every Saturday night, arriving at Christiania Monday morning. Departure from Christiania every Saturday afternoon, arriving at Hamburg Monday afternoon. 1st cl. single, 1*l.* 13*s.* 4*d.*; return, 2*l.* 15*s.* 7*d.* 2nd cl. single, 1*l.* 4*s.* 6*d.*; return, 1*l.* 18*s.* 11*d.* Victuals, 4*s.* 6*d.* per day.

(*j*) **Hamburg** to **Christiansand** (about 2 days), by the Bergenske-Nordenfjeldske Line (excellent strs.), every Friday. Strs. proceed along west coast to Vadsö. 1st cl. single, 1*l.* 16*s.* 6*d.*; return, 2*l.* 14*s.* 9*d.* Victg. about 6*s.* 2*d.* per day.

(*k*) **Stettin** to **Copenhagen** and **Christiania** (about 2 days), by str. "M. G. Melchior" (high-class), leaving every Tuesday, 2 P.M., calling at Copenhagen Wednesday, and reaching Christiania Thursday about noon. Return from Christiania every Friday morning, calling at Copenhagen Saturday, and arriving at Stettin early on Sunday. 1st cl. single, 2*l.* 8*s.* 11*d.*; return, 3*l.* 16*s.* 4*d.* 2nd cl. single, 1*l.* 10*s.* 5*d.*; return, 2*l.* 7*s.* 10*d.*

(*l*) **Copenhagen** to **Christiania** *viâ* Frederikshavn (about 1½ day), by str. "Baldur," every Sunday evening, calling early next afternoon at Frederikshavn, and reaching Christiania before noon on Tuesday, after touching at Laurvik, Vallö, Horten, and Moss. Return every Thursday, arriving Copenhagen early on Saturday. 1st cl. single, 1*l.* 11*s.* 2*d.*; return, 2*l.* 6*s.* 8*d.* 2nd cl. single, 1*l.*; return, 1*l.* 10*s.*

(*m*) **Copenhagen** to **Christiania** *viâ* Gothenburg (about 1 day), by fine paddle-str. "Christiania," every Monday and Friday morning, calling at Gothenburg and Horten. Return from Christiania every Tuesday and Saturday afternoon, reaching Copenhagen next day. Same fares as per "Baldur."

(*n*) **Frederikshavn** (Denmark) to **Christiania** (about 11 hrs.), every Tuesday, Thursday, and Saturday noon, by Christiania coasting strs.

Return every Sunday, Tuesday, and Friday before noon. *Fare*: 1st cl., 13*s.* 4*d.*

[*Obs.*—For further information respecting steamers between Germany, Denmark, and Norway, and their correspondence with railways, consult time-tables.]

(*o*) **Stockholm** to **Christiania.** A str. runs weekly between the two cities, but as the voyage (broken at Malmö, Helsingborg, and Gothenburg) occupies 4 days and costs 2*l.* 4*s.* 6*d.*, travellers will prefer taking rail.

(*p*) **New York** to **Christiania** (14 days), by Thingvalla Line, fortnightly. 1st cl. fare, from 11*l.* 2*s.* 3*d.* to 13*l.* 17*s.* 10*d.*

For **Tourist Yacht** routes and sailings *see* "B. Western Norway by Steamer," and annual advertisements.

2. *By Railway and Steamer.*

(*a*) **London** to **Christiania**, in 57½ hrs., *viâ* Queensborough, Flushing, Hamburg, and Kiel, where a str. crosses in 4 to 5 hrs. (day and night service) to Korsör. Thence in 2 hrs. (night service) or 2½ hrs. (day service) to Copenhagen, where rail is taken to Helsingör (1 hr. 22 m.) A str. then carries travellers over to Helsingborg (Sweden) in 20 m., in time for a train which reaches Gothenburg in the evening and Christiania early next morning. *Through rates to Christiania*: 1st cl. single, 8*l.* 16*s.* 7*d.*; return, 13*l.* 3*s.* 5*d.* 2nd cl. single, 6*l.* 14*s.* 4*d.*; return, 9*l.* 18*s.* 11*d.*

N.B.—The through fare *viâ* Calais or Ostend is 11*l.* 1st cl. Those who require a short *sea-passage* should, when bound for Gothenburg or Christiania, take the **Dover-Calais** and **Hamburg-Frederikshavn** route. The journey can in each case be broken at several places. The development of railway communication through Denmark and Sweden requires reference to future time-tables and advertisements.

(*b*) **London** to **Christiania** *viâ* Hamburg and Frederikshavn and Gothenburg. A Danish company runs a str. three times a week between Frederikshavn (Denmark) and Gothenburg in connection with the trains between Hamburg and Frederikshavn, and with the trains between Gothenburg and Christiania, Gothenburg and Stockholm, &c. Leaving Hamburg at 6.50 P.M. the traveller reaches Frederikshavn next day at 12.20 P.M. He is taken thence by str. to Gothenburg in 5 hrs. (fare 8*s.* 11*d.*) The rly. then takes him to Christiania in 10 hrs. *Through rates Hamburg-Christiania*: 1st cl. rly. and str., 8*l.* 15*s.* 9*d.*; 2nd cl. rly. and 1st cl. str., 8*l.* 0*s.* 6*d.*

(*c*) **Harwich-Rotterdam-Christiania.** Night and day service in 13 hrs. to Hamburg, whence the route is the same as in (*b*).

(*d*) **London** to **Christiania** *viâ* Denmark and Stockholm, in 58½ hrs. to Stockholm, whence rail to Christiania in 15½ hrs. (in summer).

(*e*) **London** or **Hull** to **Christiania** *viâ* Gothenburg. In 47 hrs., overland to Gothenburg. Thence by rail in 11 hrs., or by str. in 13 hrs., to Christiania.

B. Western Norway.

By Steamer.

(*a*) **Great Britain** or **Continent** to **Christiansand.** *Vide* "A. South Norway: 1. Sea-Routes," and the *Obs.* respecting changes.

(*b*) **Hull** to **Stavanger** and **Bergen,** by Wilson Line, every Tuesday afternoon, in about 38 hrs., after calling at Stavanger (27 to 30 hrs.), with time, usually, to see that town. Return from Bergen (*viâ* Stavanger) every Saturday noon. *Fares to Stavanger or Bergen*: 1st cl. single, 4*l.*; return, 6*l.* 2nd cl. single, 3*l.*; return, 4*l.* 10*s.* Victuals included.

[*Obs.*—First-class return tickets for Christiansand or Christiania are available to return by the Wilson Line strs. from Stavanger or Bergen without extra payment. Second-class return tickets on payment of 10*s.* extra. Return tickets for Stavanger or Bergen are available to return by the Wilson Line strs. from Christiania or Christiansand on payment of the victg. on board latter str. For return tickets, see p. [102].

In addition to the Tuesday service to Bergen, the Trondhjem strs. call there (until the middle of August). Only the Tuesday strs. call at Stavanger.

(*c*) **Hull** to **Trondhjem** *viâ* **Aalesund, Molde,** or **Christiansund** (in 65 to 70 hrs.), by Wilson Line strs., every Thursday afternoon during tourist season and afterwards every alternate Thursday. Return from Trondhjem by the same route on Thursdays. *Fares for entire voyage or part of it*: 1st cl. single, 6*l.* 10*s.*; return, 9*l.* 15*s.* 2nd cl. single, 4*l.* 4*s.*; return, 6*l.* 6*s.* Victuals included.

(*d*) **Hull** to **Fjords** of **W. Norway.**—In July and August Messrs. Wilson despatch one of their finest passenger strs. to the N. Cape, touching at Stavanger, Bergen, Molde, &c., the Lofoten islands, &c., and ascending the three principal fjords. These yachting cruises (of which there are two) occupy about 21 days, the greater part of the voyage being through magnificent scenery in *smooth water*, inside the coast belt of rocks and islands (Skerries); the actual sea-passage being only across the N. Sea (about 33 hrs.) *Return fares from Hull*: Each berth in double or three-berth cabin amidships, 35 guineas; each berth aft (number limited), 30 guineas. Victg. (but not wine, &c.) included.

N.B.—As in the case of the regular passenger strs. to Norway, *timely application* must be made to Messrs. Wilson for berths.

(*e*) **Newcastle** to **Bergen** *viâ* Haugesund and Stavanger, three times weekly, by subsidised Norwegian mail strs. and by the excellent Bergenske-Nordenfjeldske mail strs., despatched every Tuesday evening. In the tourist season the passage by the Norwegian mail strs. averages 38–40 hrs. *Fares to Bergen*: 1st cl. single, 4*l.*; return, 6*l.* Intermediate, 3*l.*; return, 4*l.* 10*s.* Victuals included.

(*f*) **Leith** and **Aberdeen** to **Fjords of W. Norway.** The N. of Scotland and Orkney and Shetland Steam Navigation Co. employs two of

its finest strs. on this route between the latter part of May and the end of August. The sailings (twelve in all) are fortnightly, each voyage occupying 12 days (except N. Cape trip, which takes 3 weeks), almost entirely in smooth water. The sea-passage from Aberdeen to the Norwegian coast (Skudenæs) is effected in about 20 hrs. *Fares*: Cabin on upper deck (one person), 18*l.*; cabin for two persons, each 14*l.* 14*s.*, or 15*l.* 15*s.*; in ladies' cabin and in cabins holding more than two, each 12*l.* 12*s.* or 15*l.* 15*s.* Victg. included.

N.B.—In the latter part of August one of this company's strs. touches at Christiania on the way to Copenhagen, Stockholm, and St. Petersburg.

(*g*) **London to Fjords of W. Norway.** Ocean steam-yacht excursion trips are made several times during the season by strs. named the "Victoria," the "Chimborazo," the "Garonne," and the "Ceylon." The trip is generally combined with a visit to Sweden, Denmark, St. Petersburg, &c., and usually lasts one month. As the arrangements are annually varied, information must be obtained from the managers, who advertise frequently. Travellers are taken by these splendidly appointed ships to view the midnight sun and the other glories of Norwegian scenery, including calls at Christiania, Bergen, Trondhjem, &c.

(*h*) **Hamburg to Christiansand, Stavanger, Bergen, and Trondhjem** (calling at principal intermediate ports, ascending fjords, and visiting the Lofoten islands), twice a week by the Bergenske-Nordenfjeldske Line. Leaving on Friday, the str. reaches Christiansand on Sunday, Stavanger and Bergen on Monday, Trondhjem on Saturday.

Starting hence on the next Tuesday, it gets to Tromsö on Saturday, Hammerfest on Sunday, and Vadsö on Tuesday. *Saloon fares*: To Christiansand, 1*l.* 16*s.* 6*d.*; Stavanger, 2*l.* 6*s.* 10*d.*; Bergen, 2*l.* 15*s.* 2*d.*; Trondhjem, 4*l.* 10*s.* 8*d.*; Tromsö, 7*l.* 0*s.* 2*d.*; Vadsö, 8*l.* 16*s.* 11*d.* Return tickets (without leave to break voyage), half-fare additional. Victg. by agreement with steward, about 6*s.* 2*d.* per diem.

(*i*) For Stettin-Copenhagen, Stavanger, Bergen, Trondhjem, &c., Line *see* below.

C. Northern Norway.

(*a*) **Hull to Trondhjem**, *direct*, by Wilson Line strs. (of very high speed, lighted by electricity and splendidly fitted), every Thursday during the season; otherwise on alternate Thursdays, in 65–70 hrs.; landing passengers at Aalesund and Christiansund, and at Molde when specially arranged. *Fares*: 1st cl. single, 6*l.* 10*s.*; return, 9*l.* 15*s.* 2nd cl. single, 4*l.* 4*s.*; return, 6*l.* 6*s.* Victg. included.

[*Obs.*—For return *viâ* another port *see* (*b*) "B. Western Norway," where this route, which partly belongs to our W. coast section, has already been mentioned.]

(*b*) **Hamburg to Trondhjem and Vadsö.** *See* (*h*) "B. Western Norway."

(*c*) **Stettin-Copenhagen-Trondhjem,** every 10 or 11 days, touching at Arendal, Christiansand, Stavanger, Bergen, Aalesund, and Christiansund, in about 5 days, by the Danish "Forenede Dampskibsselskab" Line. *Fares*, from Copenhagen to Trondhjem: 1st cl. single, 3*l.* 1*s.*; 2nd cl. single, 2*l.* 1*s.* Return, 25 per cent. allowed on full fare. Victg. 4*s.* 6*d.* per diem.

(*d*) For other means of access to N. Norway *see* preceding "B. Western Norway," and contemporaneous time-tables and advertisements, which must in all cases, we repeat, be carefully consulted.

Section I

SOUTH, CENTRAL, AND EAST NORWAY

LIST OF ABBREVIATIONS.

Buff. = **Buffet.**
Ch. = **Church.**
Dil. = **Diligence.**
Ft. = **Feet (always English).**
Hr. = **Hour.**
Isl. = **Island.**
Kil. = **Kilomètre.**
Kr. = **Kroner.**
L. = **Left hand.**
M. = **Miles (always English).**
Min. = **Minute.**
Mtn. = **Mountain.**
Ö. = **Öre.**
R. = **River.**
Rd. = **Road.**
Rly. = **Railway.**
Rt. = **Right hand.**
Rte. = **Route.**
St. = **Street (*gade* in Norwegian).**
Stat. = **Station.**
Str. = **Steamer.**

ROUTES.

[The names of places are printed in *italics* only in those Routes where the places are *described*.]

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2.	To Christiania from Copenhagen or Gothenburg, *viâ Frederikshald* and *Sarpsborg*, by rail	24
3.	Stockholm to Christiania, *viâ* Charlottenberg and *Kongsvinger*, by rail	28
4.	Christiania to *Skien, viâ Drammen*, &c., with branch to *Horten*, by rail	29
5.	Skien to Odde (Hardanger) and Bergen, *viâ Telemarken*	36
6.	Christiania to *Kongsberg, viâ* Drammen and Hougsund, by rail; and to the *Rjukanfos* and *Hitterdal*, by road and str.	42
7.	Christiania to *Randsfjord, viâ Hougsund* and *Hönefos*, by rail	46
8.	Christiania to Bergen, *viâ* Randsfjord, *Valders*, the Fillefjeld, and *Lærdalsören* (Sogne fjord), by rail, str., and road	48
9.	Christiania to Bergen, *viâ Kröderen*, Hallingdal, and Lærdalsören, by rail, str., and road	54
10.	Christiania to Bergen, *viâ* Lake Spirillen, Valders, and Lærdalsören, by rail, str., and road	56
11.	The *Jotunheim*	58
12.	Christiania to Molde, *viâ Lake Mjösen, Gudbrandsdal*, and *Romsdal*, by rail, str., and road	71
13.	Christiania to Trondhjem, through Gudbrandsdal, and over the Dovrefjeld, by rail, str., and road	81
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16.	Arendal, or Tvedestrand, to Telemarken, by road	91
17.	Christiansand to Telemarken, through *Sætersdalen*, by road	92

ROUTE 1.

TO CHRISTIANIA, *viâ* CHRISTIANSAND.

(By sea.)

[For means and cost of access, distance and length of voyage, see *Introduction*.]

In about 8 hrs. after leaving Hull (73 m. from the Humber) the str. passes over the S.W. patch of the sandy *Dogger Bank*—the productive fishing-ground of the N. Sea—where passengers are enlivened by the picturesque sight of hundreds of smacks of the great N. Sea fishing-fleets flitting about in every direction, or steady at their trawls. On approaching this bank the water suddenly shoals from about 150 ft. to 42 ft., the shoal extending a distance of about 6 m., when the water gradually deepens to 60 and 100 ft., until 50 m. from the coast of Norway, where the depth in many places along the coast exceed 200 fms. On the sands in question a sea rises rapidly with a fresh wind, but subsides as quickly. Beyond the Dogger the interest of the passenger is perforce centred in the movements of the swift seagulls that follow the vessel in the hope, frequently gratified, of having food thrown to them.

Strs. from London only skirt the S.E. edge of the Dogger, while those from the N. of England pass along it to the N.

The first sight of the Norwegian coast, generally obtained in about 26 hrs. from Hull and 40 hrs. from London, is not very striking or pleasing, as it consists of comparatively low rocky and rounded promontories. Of these, *Cape Lindesnæs* (the *Naze*) is the point towards which the ship's course is usually set. Keeping well to the E. of it, and after passing *Oksö* light, the str. makes direct for the narrow W. entrance of the harbour of the city of

Christiansand, * the capital of the eccles. prov. or diocese of that name. Pop. 12,830. *Brit. Vice-Consul* and *U.S. Cons. Agency.*

[Steam communication E. and W., with Denmark, &c., by mail and other steamships; also local strs. to neighbouring places on the coast.]

TOPOGRAPHY, &c. — Founded in 1641, by Christian IV. (but a site of great commercial importance for nearly a cent. earlier), the city ranks as the fourth, while its harbour is one of the best in Norway. On the other hand, travellers will on landing be disappointed with the architectural meanness and the outward dulness (especially on Sundays) of so important a place. The houses are mostly of timber and 2-storeyed, lining wide and deserted-looking streets that run at rt. angles. This is, however, the residence of the provincial prefect and of the bishop. The *Cathedral* is a whitewashed building of stone, restored after a great fire in 1880, and ranking next to the caths. of Trondhjem and Stavanger; the *Altar-piece*, by *Eilif Petersen*, is worthy of admiration. (Keys at 26 Vestre Strand st.) The square around it is prettily laid out as a *Public garden*, with a handsome granite fountain. The *Torrisdal* (*Otteraa*) r. enters the fjord E. of the city. In former times the harbour was defended by a *Fort* on the small island of *Odderö*, at its entrance; but, like the older *Fortifications* on *Flekkerö* island (5 m. S.), raised in the 16th cent., the defences are practically obsolete. They favoured, however, the privateering exploits of the Norwegians between 1807 and 1812, when England was an enemy. The city has a considerable export trade in timber, wood pulp, and fish. In 1890, 208,260 mackerel, 231,000 live lobsters, and 110 tons of fresh salmon were shipped, a large proportion being for Great Britain. A large trade in salted mackerel is being developed with the U.S.A.

Walks and Drives.—The strs. from ports in Great Britain generally remain long enough in harbour to enable travellers to correct the impression of Norway which they may derive from the aspect of the city and its immediate surroundings. They are strongly recommended, subject to advice received on board, to walk or drive to the pretty *Ravnedal* (valley) W. of the city. Even on foot (a charming walk) the str. can be regained in 2 hrs., while the use of a cab (see *Index*), if available at a very early hour, will shorten the time considerably: it will take the *Sætersdal-Mandal high road*, over *Egelunden* (oak-grove). Pedestrians will make for a ridge N.W. of the city, now prettily planted and intersected by a network of paths, approached by way of the *Fire-stat.* and the *Schoolhouse* in *Tordenskjold st.*, ascending thence to the *Cemetery* on the Sætersdals rd., in which is a monument to the Danes who fell at Heligoland in 1864. From the ridge, on which are several tarns, a pretty view of the city and its marine surroundings will be obtained. Following one of the paths over the ridge, a valley-road, somewhat hilly and with a rivulet winding through it, will be reached in a few minutes. Bearing then to the rt., the charming natural pleasure-grounds of the *Ravnedal* will be entered. They are enclosed by

* This sign in the text appended to a Name indicates that further information relating to the subject is to be found in the *Index and Directory* at the end of the book.

high perpendicular rocks. The small fountain and pond are fed by a lake on the hill above (the *Ravnehei*, reached by a flight of steps at the upper end of the grounds), from which a fine and extensive view of the sea and the vicinity can be enjoyed. *Refreshments* at the *Restaurant*, where a band sometimes plays from 5.30 to 7 P.M.

If the traveller have more than 2 hrs. at his disposal, he should take one of the footpaths that lead S. from the Ravnedal grounds to the *Beacon* on the highest point of the ridge, whence a vast prospect opens. Continuing a little way to the rt. of the beacon and then turning to the l. towards the cliff in front of *Klappene farm*, the *Grimsdal* (valley) will be seen lying deep below. Returning to the beacon, and following thence the crest of the mtn. in a straight line (with a slight declension to the rt.), the pedestrian can descend to the *Reservoirs* of the *Eg lunatic asylum* (an imposing building), from which a beautiful view will be had over the asylum and its plantations, as well as of the lower course of the *Otteraa* r., *Södal* and *Egstö farms*, *Oddernæs ch. tower*, *Gimle mansion*, and the upper and lower *Kongsgaard houses*. Eg asylum can easily be reached in ½ an hr. from the city by a good road along the river bank. If the traveller shall have driven to the Ravnedal, the carriage can be ordered to meet him at Eg, 2 hrs. then sufficing for the entire trip. A shorter way to Eg is the path from the Ravnedal, past the *Svarttjern* ("Black Pool"), direct to the reservoirs. A good pedestrian can take the longest route from the city and back in 2 hrs.

A pleasant *short walk* can be taken to *Oddernæs ch.*, reached by a bridge across the Otteraa r. from the E. end of the city. The ch. is of some antiquity, with several old tombstones and a *Runic stone*. Like the neighbouring *Hamrehei* (ridge), it affords an excellent point of view. To attain the latter, the *Lillesand* (or E.) rd. is followed as far as the broad parish road running to the rt., and, continuing along the latter to the *Stenklev* (crag), the ridge will be seen to the rt.

The *Ducknipe* is another charming point of vantage. Leaving the city by the fine road running W. and visible from the harbour, and after passing the *Möllervand* (lake), a mtn.-path from the top of the *Möllevandsklev*, or crag, ascends (l.) to the object of the walk. The descent can be made in the opposite direction towards the W. harbour, down to the W. road above mentioned, and on which will be passed the *Sandvig pleasure-grounds*, where a military band frequently plays.

Odderöen is a rocky island S. of the city, from which it is separated by a canal (*Gravene*) connecting the E. and W. harbours. Pretty walks and views, the latter more especially from the *Kikud* (the highest point, 350 ft.), where there are ruins of an old *Watch-tower* that has frequently been injured by lightning.

Excursions.—These are too numerous to be fully described, and some of the pretty places in the Sætersdal valley accessible from the city will be mentioned in Rte. 19. In half a day the tourist can make a trip up the Otteraa river (twice daily) to *Kvarsten* (11 kil. or 1 hr.) and walk thence to the *Vigelandsfos* and the *Hundsfos* (*Helvedesfos*), 2 picturesque waterfalls. Distance by road to Vigelandsfos about 16 kil. (1½ hr. drive).

Strs. also run twice daily (about 3 hrs. there and back) up the *Topdalsfjord* (a northern prolongation of the main fjord) and the *Topsdal* river to **Knarestad**, where the *Bofos* is of interest on account of the salmon-fishing pursued there. They stop at 2 very pretty places—**Ronene** and **Boen.**

[Enterprising explorers of the vicinity should apply to the local *Tourist Association* for more extensive or minute information.]

Fishing and Shooting.—Salmon-fishing procurable at *Vigelandsfos* on application to the proprietor in

Christiansand, on payment of 4 kr. per rod and day, in addition to about 2.50 kr. for a boatman. Excellent *trout-fishing* in the mtn. lakes and tarns, between the *Otteraa* r. and the *Sætersdal* (*Mandal*) high road. Several large lakes in other directions afford excellent sport, with permission, easily obtained of the peasant-proprietors, who supply boats. Special mention may, however, be made of the *Aurebeck* and *Hogund* lakes, near *Mosby* (1½ hr. drive); also of *Gillsvand* (½ hr. drive). Permission, without charge except for boats, is given by the proprietor of *Ernst's hotel*. *Sea-fishing* of every kind is excellent, as is also the *wild-duck* and other *shooting*.

At Christiansand the str. is moored to a pier for a time more or less variable, contingent on the quantity of cargo to be discharged or loaded. It is seldom that passengers are not given time for a stroll on shore, where there is, however, but little to see, especially on a Sunday. Those who are bound for the W. coast, for *Sætersdalen*, or for points on the S.E. coast, disembark here. *Telegrams*, on forms supplied by the steward and *written in ink*, can be despatched through the str.'s agent.

Leaving the harbour by the wide E. outlet, and skirting the coast at a distance of about 6 m., the str. runs nearly 100 m. about E.N.E. up the *Skagerak*, and usually in 9–10 hrs. passes to the W. of the rugged rocky islets, on one of which the *Færder* iron *lighthouse* is planted. Here, properly speaking, begins the *Christiania fjord*. It runs about 60 m. due N. and, after gradually narrowing from a width of 10 m. (on the parallel of Færder) to about 2½ m. between the small town and naval stat. of *Horten* (Rte. 4) on the W., and the town of *Moss* on the E. (Rte. 13), widens out again, and sends out a branch on the N.W. which terminates at *Drammen* (Rte. 4), and another to the N. that ends at the modern capital of Norway. The latter is protected from naval attack by the fort of *Oscarsborg* (on *Kaholmen* island), on which several heavy guns are mounted behind the earthworks which, in deference to modern military requirements, now cover the solid and handsome stonework originally erected. A *barrage*, carrying less than 6 ft. of water, juts out from the S.E. angle of the fort to the rocks in front, and thence to the mainland on the W., compelling vessels to approach Christiania only by the easternmost channel, well commanded by artillery, and to be strengthened in the event of war by torpedo defences. Just before reaching the fort, the str. passes in front of the picturesque little town of

Dröbak. ✱ Pop. 2100. *Brit. Cons. Agent.*

Although, when viewed from the str., this town seems to occupy only a narrow rocky foreshore, it stretches back to some distance in very pretty wooded scenery, and its aspect from a height to the S. is very picturesque. It is encompassed on the E. by considerable pine-woods of great beauty, while beyond the high ridge seen from the fjord lies one of the most beautiful and fertile tracts in S. Norway. Connected by an excellent road (13 kil.) with *Aas* stat. (Rte. 2), and with frequent daily steamship communication (about 1¾ hr.) with the capital, it is certainly destined to be the Brighton of Christiania, although not yet in fashion. The *sea-bathing* is superior to any in the Christiania fjord, the water preserving all its saltness by the absence of any considerable fresh-water streams and by the strong current, of which the origin is partly tidal, but mainly attributable to the narrowness of this part of the fjord and to the strategical works above mentioned. The *air* is daily refreshed with ozone brought direct from the N. Sea by the *Sol-vind* (sun-wind), which blows almost regularly from the S. until the afternoon, when the *Sound* has frequently the appearance of a sheet of glass. This is the favourite time for a row in

search of sea-fishing, almost every variety of which is found in Dröbak Sound. The *herring-fishing* with 6 to 8 bare white hooks on a fine line, "jiggered" at a depth of a yard or two from the bottom (sometimes 15 fms.), is very amusing; while the sport with *sei* (*coal-fish*), which frequently come up in playful shoals, is a delight to sportsmen who do not disdain sea-fishing. *Codling* (and even *cod* up to 15 and 20 lbs.), *haddock*, and *whiting* are caught in large quantities, especially with night-lines. In the proper season the *sea-trout* fishing is not bad. Many neighbouring lakes are stocked with fine *trout*, but special permission to take them must be obtained.

The town is full of shops, in which all household requisites are obtainable, and, in addition to the *hotels* mentioned in the *Index*, apartments can be obtained at moderate prices (7*l.* to 10*l.* for the season of 4 months). It will not be long before the attention of British and native capitalists will be called to the remunerativeness of converting Dröbak into a fashionable watering-place. An *Aquarium* and *Marine Biological stat.* are already being established.

Travellers will notice to the rt. of the fortress the charmingly situated summer residence of Mr. S. Parr, a descendant of "Old Parr." He is the "Ice King" of Norway, having originated that trade, to the great advantage of Dröbak, which is the centre of it in the upper part of the Christiania fjord. The tower of the old wooden *Ch.* of Dröbak will be seen rising close to the grounds of Mr. Parr's villa. It contains an old carved altar-piece of great interest. Attached to it is a *Cemetery*, kept with the beautiful neatness so frequently seen in Norway.

Stemming the strong current of the *Dröbak Sound* (produced mainly by the *barrage* above-mentioned), the str. enters into a broad expanse of water studded with numerous islands. Already within a mile of Dröbak the traveller will have noticed one of the *ice-houses* that are so numerous on the E. coast to within a short distance from Christiania. Ice that has not been shipped direct from lakes in winter or early spring is stored in those houses, and it is one of the attractions to passengers on this part of the voyage to watch the shining blocks rushing down wooden shoots to the deck of a str. or sailing vessel, bound in most cases for the shores of Great Britain.

The voyage all the way up the fjord is now a moving panorama of lake scenery, unique in character and of considerable beauty. Those who expect savage grandeur and a picturesque outline of mtns. and rocks will be disappointed, for, beautiful as it is, the aspect is tame compared with scenery in the fjords of the W. coast. Most of the islands and hills are too round in form to be very picturesque; they are of granite and gneiss, and for the most part covered with fir and pine trees from the water's edge to the summit.

If steaming up the fjord between the months of May and July, the traveller will be much struck by the lightness of the nights, and the gorgeous sunset effects, which blend into those of sunrise without losing their brightness. The course being due N. (towards the sun) there is probably no place in the whole of Norway where sunsets are seen to greater advantage.

On the l., just before reaching Christiania (158 m. and about 12 hrs. from Christiansand), will be seen the *Ladegaardsö* penin., thickly covered, like the rest of the neighbourhood E. and W., with pretty wooden villas. The city is now in sight at the foot of a hilly amphitheatre. The more striking objects on the l. are the palace and the huge block of handsome buildings erected on "Victoria Terrace" by Mr. Peter Petersen, one of the most enterprising and patriotic citizens of Christiania. The slim but tall crenellated tower of Oscarshall adorns the small bay to the W., while

straight in front lies the once strong castle of *Akershus*. Rounding the point on which it stands, the str. is soon alongside the rly. quay, nearly opposite the *Custom-house*, the officials of which immediately come on board and clear luggage with a rapidity and consideration seldom exercised elsewhere on the continent. Porters and hotel omnibuses will be found waiting.

CHRISTIANIA, ✻ the capital of Norway. Pop. 156,000. Lat. 59° 54′ N.; long. 10° 43′ E. Time, 43 min. in advance of London. *Brit. Cons.-Gen.* and *U.S. Cons.*[1]

HISTORY.—The city was founded in 1624 by Christian IV. of Denmark, after the destruction by fire, during the same year, of Oslo, a town (now an easterly suburb at the foot of Egeberg Hill) of which the establishment is ascribed to Harald Haardraade (about A.D. 1050), who built a castle and other edifices on its site, which is supposed to have been occupied long previously by a village. Oslo was the seat of a bishopric in the middle ages, when it became, after Bergen, practically the capital of the kingdom and the largest town in Norway, although not possessing more than five thousand inhabitants. Towards the close of the 14th cent. its trade and industry had become monopolised by merchants and artisans from Rostock and other cities of the Hanseatic League. As in other Norwegian towns, these established guilds from which drastic and exclusive mercantile regulations continued to be issued and enforced until the reign of Christian II. (1513–1524). In the 16th and 17th cent. fires repeatedly devastated the town. It was burned down by its inhabitants in 1567, while besieged by the Swedes, who had destroyed it 40 years before. Christiania was several times visited by the plague in the 17th cent., and in the 18th a great fire destroyed a considerable part of it. In 1716 it was occupied for a month by the army of Charles XII., which, laying siege to Akershus, destroyed many buildings. Prosperity was finally established at the middle of that cent., when great riches were amassed by merchant princes, of whom one (Collett) was of English origin. Their trade was mainly in timber, while their principal mercantile connections were with England, where many of their sons studied. In 1807, however, a series of calamitous events interrupted that prosperity, and by the year 1814, when Norway was united with Sweden, the great commercial houses had nearly all failed. Commerce began to revive in the succeeding years, and the pop. of the city to increase. It is now, after Copenhagen and Stockholm, the most important city in Scandinavia. A considerable manufacturing industry has been developed in it along the small *Akers elv*, a stream insignificant in size, but affording by its numerous small waterfalls considerable motive-power to a large cotton-mill, a flour-mill, and many other industrial establishments. Close to the river are the Vulcan mechanical works, owned in great part by an Englishman. There are several large breweries in the city. The trade, of which the value in 1888 amounted to 6,000,000*l.*, consists in the exportation chiefly of timber, paper pulp, matches, and other Norwegian produce, and in the importation of foreign goods and materials, not only for local consumption, but also for distribution over a considerable part of the country—by rail and shipping. As in olden days, the trade is principally with Great Britain. The shipping owned in Christiania amounts to 140,000 tons in sailing vessels, and about 20,000 in strs.: collectively much larger than the tonnage of any other Norwegian port, although Bergen is superior in steam tonnage (70,000 tons). Connected by rail with the continental lines, and being the starting-point for journeys inland by rly. and for ocean or coasting voyages by str., Christiania is deriving more and more benefit from the tourist traffic, which will undoubtedly increase when the projected rly. to Bergen shall have been built.

[For further historical references, see description of buildings, &c.]

TOPOGRAPHY.—Few travellers will care to make themselves minutely acquainted with a city comparatively so modern. Their chief haunt will be the main thoroughfare, *Carl Johan's Gade* (street), and its vicinity, where the merchants' and government offices, the shops, public edifices, museums, and monuments, are centred. With the aid of the accompanying Plan they will direct their steps towards some or all of the following

PRINCIPAL SIGHTS AND PLACES OF INTEREST.

1. The **Royal Palace**, from which a commanding view is obtained. It stands on an eminence, in a park, to which Carl Johan st. leads. In front is a fine *Statue* by *B. Bergslien* of King Carl Johan, founder of the pre-

[1] The names of British and American Consular officers need not be given, changes being frequent. They can be ascertained at any hotel, where also the address of the office will be given

sent dynasty. The motto on it is, "My reward is the love of the People."

Built 1823–1848, after a design by *Linstow*, a German architect, its exterior is very plain and monotonous. When the court is not in residence (seldom in summer) the interior can be seen daily (2 to 5 P.M.) on application to the *Vagtmester* or *Porter* (entrance-door at S.E. corner), to whom a fee of 1 to 2 kr. should be given.

The *Queen's apartments* on the ground-floor (particularly the *White Drawing-room*) are pretty. Above them are the *King's apartments*. They are entered through a room (formerly the audience-chamber), of which the walls are, like those of the *Throne-room* and *State Drawing-room*, decorated with Norwegian landscapes by *Flintoe*. In the *Private Drawing-room* are portraits of the first sovereigns of the House of Bernadotte; to the l. of this is the *King's Study*. The *Billiard-room* close by has been very handsomely fitted up by the king. In the private *Dining-room* are pictures by *Munch*, *Arbo*, and *Bergslien*, representing the coronations of 1818, 1860, and 1873. There is a marble figure of Ruth by *Jacobsen* in the adjoining *Red Saloon*, which leads into the fine and lofty *State Hall* (*Festsal*), adorned with Corinthian columns. The *State Dining-room* alongside is Pompeian in style. In the private apartments are paintings and sculptures by Norwegian artists—"Village Catechising," by *Tiedemand*; the "Naval Battle of Svolder" (about A.D. 1000), by *O. Sinding*, &c.—many having been presents to Their Majesties on their silver-wedding day, 1882. Works of art in other parts of the palace will be pointed out by the custodian. We need now draw attention only to the 2 marble *reliefs*, by *S. Sinding*, that embellish the *State staircase*; they represent Carl Johan laying the foundation-stone of the palace, and Oscar II. unveiling the equestrian statue to the same sovereign. From the *roof* more especially, an uninterrupted and splendid view is obtained of the city, the fjord, and the surrounding country. An equally beautiful, but more restricted, view will be had from a balcony, to which visitors will for that purpose be conducted.

At the S.E. corner of the pretty palace park is a building that contains a *large telescope* (by *Olsen*), which the public are permitted to use.

2. The **University** (founded 1811), with its 4 Ionic pillars and its portico of hewn granite, is at once recognisable in Carl Johan st. It consists of 3 buildings, designed by *Grosch*, with the assistance of *Schinkel* of Berlin. In front of the central block is a *Statue* (by *Middelthun*) to *A. M. Schweigaard*, an eminent jurist and politician who died in 1870.

More than 1000 students attend the lectures given by 56 professors attached to 6 faculties.

In the centre building are the Zoological, Botanical, Zootomical, Mineralogical, and Ethnographical Museums.

(1) The *Zoological Museum* (Sun., Mon., and Fri. 12–2). This is on the first floor, to the l. Passing through the *Reading-room* (birds, &c.), the visitor will find specimens of most of the Mammalia. In Room III. are fishes and reptiles; in Room IV. native birds, including some curious hybrids. A staircase to the l. descends to

(2) The *Zootomical Museum* (Mon. and Fri. 12–2), with skeletons of animals and microscopic collections.

(3) The *Ethnographical Museum* (Sun. 12–2; Mon. and Fri. 1–2) is reached from a staircase ascending from the N. door of the W. side of the building. In Rooms I. and III. are costumes, furniture, and implements illustrating the life of

the Norwegian peasantry. Room II. is the Lapland section: a tent, reindeer-sledge (*pulk*), copy of a sorcerer's drum, &c. Room IV., curiosities from Australia, &c. The remaining rooms (V. to IX.) on the second floor contain curious objects from various parts of the New World, and also from Greenland.

(4) The *Botanical Museum* (Mon. 10–12) is on the first floor, l. of the vestibule. Specimens of every plant found in Norway will be found here, as well as collections of fossils, wood, &c.

(5) The *Mineralogical Museum* (Fri. 12–1) contains one of the most perfect collections of the university. Specimens of Norwegian rock, silver, &c.

In the E. wing (*Domus Academica*) are located: (1) on the ground floor, the lecture and other rooms of some of the faculties; the *Festsal* or Great Hall (*Aula*), a large and handsome semicircular chamber, in which the English service was performed before the present ch. was built. It is here that degrees are conferred, &c. (2) The *Collection of Northern Antiquities* (Sun., Mon., Fri. 12–2) is on the first floor, and represents, in about 12,000 objects, the ages, severally, of flint, bronze, and iron, as well as partly the Christian middle ages. It is richer than any other museum in the N. in specimens from the early iron (Viking) age. Commencing with the flint and bronze ages (farthest to rt. of entrance), visitors will find Rooms II. to IV. appropriated to the earlier and later parts of the iron period. Mediæval relics (A.D. 1000–1500), carvings, weapons, &c., are exhibited in Room V. Observe the massive gold collar and other gold and silver ornaments found (1834) in Akershus parish, and identical with objects in the Kertch Museum, St. Petersburg. The *Runic carvings* on wood and stone should also be noticed. The portals from old Norwegian *stav* (plank) chs. (11th to 14th cents.) are curious for the art which they display, and which appears to be Irish, Anglo-Saxon, or "Russo-Byzantine" in character. In Room VI. are more lintels and portals of the same period as that illustrated in Room V., while Room VII. has a store of antiquities of the 16th and 17th cents.

On the same floor is a *Numismatical Collection* (Mon. and Fri. 1–2) consisting of 50,000 specimens.

The W. wing houses a *Library* of 250,000 vols., with an excellent *Reading-room* (11–3, but closed in July and Aug.) Books are lent to persons who are known.

3. The **Viking Ship** (Mon. and Fri. 12–2, gratis; but admission at any other time, in daylight, by application to the *Vagtmester*, who will be found on the ground floor of the main university building, either through the corridor entered from the planted courtyard with some *Runic stones* at the back (gate in Universitets st.), or from a small low door in front (rt. hand) of the centre edifice, in Carl Johan st.: fee 25 ö.–1 kr.) Christiania, and perhaps Norway, is worth a visit if only to view this remarkable and unique relic of the Viking age (9th cent.) It is nothing less than one of the ships in which the Scandinavian pirates ravaged the shores of Britain, from the Shetland islands to those of Scilly, and from the mainland of Scotland to the shores of East Anglia and the banks of the Thames, London included. We can assume that in similar vessels they made their way to Constantinople on the one hand, and to the country now known as Russia on the other. (See "Hist. Notice.") The bottoms of 2 smaller craft had been discovered some time previously at Tune, in the valley of the Glommen, and are preserved in an adjoining shed. The ship in question was discovered in 1880 by a peasant proprietor at Gokstad, near Sandefjord (Christiania fjord), who,

being on the point of ruin, dug, as a last resource, into a mound on his land, traditionally reputed to be the burial-place of an ancient chieftain. Pieces of worked timber soon came to view, and, the university authorities having been communicated with, the treasure was secured to the State by compensation which retrieved the fortunes of the finder. The ship proved to be a 32-oared (16 on either side) craft, contemporaneously known as a *sekstensesse*, preserved to an astonishing extent in the clay in which it had been embedded, and with which (in combination with earth) it had been covered when it was hauled on shore to receive the mortal remains of some great leader of Vikings [1]). In the centre of the ship a chamber was found with a roof of logs (still *in situ*), in which were the 2 well-preserved bedsteads now exhibited under the vessel. Whether the chief was buried with his wife cannot be determined from the few human bones (mixed with those of horses and dogs) that were discovered. One of the *tibiæ*, exhibited with part of a skull in a glass case on the wall near the door, shows from its enlargement that the Viking had suffered from rheumatism. Any ornaments of value that may have been buried with him must have been abstracted on the occasion of an ancient rifling of the tomb through one of the sides of the vessel, which was found damaged in that direction. The ship was cut in two at this part in order to admit of its being floated on a raft to Christiania.

The Viking ship is 76 ft. long, with a maximum beam of 16 ft., and is pointed at both ends on exactly the same beautiful lines, the stern being distinguished only by the rudder, attached by a stout rope, not to the sternpost, but to the starboard (rt.) side, close to the stern. It is clinker-built, with iron rivets, of which the greater part look as if they had been only recently made. This is all the more remarkable since nothing remains of the anchor except its wooden stock (lying under the ship). Some of the bossed shields have been restored to their places to show how the gunwales were protected against the breaking of the waves. Part of the mast lies on an iron rest (new) along the middle of the ship, under which, on the port (l.) side, lies the very gangway by which the hardy Norseman ascended and descended. On the walls of the shed (which is still of wood, instead of corrugated iron, and therefore liable at any time to destruction, with its invaluable contents) are ranged remnants of the oars (some perfect) of small boats, with their rudders and masts (observe a finely carved tiller rt. of door), and of wooden platters, spades, &c. In the bronze cauldron suspended on iron links the Vikings cooked their food. Under the glass of a case to the rt. of the door are seen scraps of the gold-threaded cloth which formed the tent of the chieftain in the stern of the vessel. The wooden supports for it, terminating in horses' heads, are over the case. This also contains some singed feathers of a peacock, drinking-cups of wood (much shrunk), and a variety of other small articles. A large model in a case gives an idea of the ship in its original condition.

[A short description of the ship in English (50 ö.), and photographs, are sold in the shed. A well-illustrated and exhaustive account of the Viking ship, by N. Nicolaysen (in Norwegian and English), can be purchased (12 kr.) at Cammermeyer's, bookseller.]

4. **Art Union** (*Kunstforening*), at the corner of Pilestræde and at the N. end of Universitets sts. (daily, except Sat. and Sun. 12–2.30; 20 ö.) The building will be recognised by its ornamentation with medallions of celebrated artists (by *Jacobsen*). On the ground floor is the *Art Industry Museum*, founded 1877 for the collec-

[1] It has been explained in the "Hist. Notice" that "Viking" was a general term for those who took part in the maritime expeditions to which reference has been made, and does not imply a sovereign,' as the sound of the word would seem to convey.

tion of specimens of national artistic industry. It contains, however, many electrotype reproductions of foreign (as well as Norwegian) objects of art. The Norwegian section is of most interest. It exhibits many fine old carved presses and other ancient articles of furniture, various Norwegian antiquities, a fine collection of glass, specimens of old Norwegian tapestry, &c.

5. The **Museum of Sculpture** and **National Picture-Gallery** is likewise in Universitets st., at the back of the university (daily, except Sat. 12–2; admission free Sun., Tues., and Thurs.; other days, ½ to 1 kr. to porter). The building, which is in the Italian Renaissance style, was presented to the city by the Christiania Savings Bank, and is still short of the 2 wings contemplated by the architect (*A. Schirmer*).

On the ground floor will be found the

Sculpture-Gallery (cat. 1 kr.) The first 3 rooms and the vestibule contain casts of ancient and modern sculptures; in the others are a few original Norwegian works (by *Fladager*, *Borch*, and *Skeibrok*). Ascending a staircase (with sculptures) the visitor reaches the

Picture-Gallery (cat. 1 kr.) It contains about 300 pictures. In the first (E.) room will be found pictures of the *Danish and Swedish schools*. Of the former, see 198, *Jens Juel*, "Bernt Anker," a Norwegian patriot of 18th cent.; 202, *N. Simonsen*, "Caravan in a Simoom"; 204, 205, *Grönland*, Flowers and Fruit; 206, *Sörensen*, "Öresund," near Kronborg. Among the Swedish pictures may be mentioned: 210, *Kjörboe*, "A Fox"; 214, 215, *Amalie Lindgren*, "Mother and Child," and "Grandfather's Lesson"; 217, *Fagerlin*, "Bachelor's Discomforts"; and 218, *E. Bergh*, "A Birch Wood."

In S. room (to rt.) are pictures by *Norwegian artists*, past and present (see *Introduction*): 230, *J. C. Dahl*, "Laurvik," in the Christiania fjord; 235, *T. Fearnley*, "The Labrofos" (near Kongsberg); 241, *Baade*, "Norwegian Coast by Moonlight"; 246–248, *Adolf Tidemand*, "A Solitary Couple at Prayers," "Cottage Meeting of Haugianer Sectarians," and "Administration of Sacrament to a Moribund"; 253, 254, *Eckersberg*, "Valle, in Sætersdalen" and "Mountain Scenery"; 258–261, *H. F. Gude*, Norwegian Views, and "Christiania Fjord"; 267, *H. A. Cappelen*, "Forest Scene in Lower Telemarken"; 272, *K. Bergslien*, "Portrait of Artist's Father"; 273, 274, *Morten Müller*, "Scenes in Christiania and Hardanger Fjords"; 276, *E. Bodom*, "View in Nordmarken"; 278, 279, *P. N. Arbo*, "The Asgaardsrejn" (Wild Huntsman), and "The Valkyries" (this national mythol-picture is a standard work of art); 287, *L. Munthe*, "Winter Coast Scene"; 289, 289A, *E. Petersen*, "Portrait of a Lady" and "The Siesta"; 299, *Am. Nielsen*, "Scene, Hardanger"; 302, *E. Werenskjold*, "Telemarken Girl"; 306, *Gerh. Munthe*, "A Summer's Day"; 308, *O. Sinding*, "Scene in Lofoten Islands."

(For more modern pictures, constantly added, see Catalogue.)

In the W. room are some sketches and studies by *A. Tidemand*, and out of it open the 2 N. rooms, devoted to masters of the various schools of the continent (without any English specimens). This collection (for which see Catalogue) will not long arrest the attention of visitors.

From the W. room ascent may be made to a *Collection* of *Drawings*, *Etchings*, and *Engravings*, more than 5000.

6. **Simonsen's Art Collection** (corner of Möller st., leading to *St. Edmund's ch.*) Few travellers aware of its existence fail to pay a visit to it. Courteous reception (free), daily (Sun. preferred), on application at business (grocer's) premises. The small rooms are replete with valuable objects of art (mostly Scandinavian), although the glass collection and most of the old silver gathered by Mr. Simonsen have been purchased by the State for the Art Industry Museum (see above).

7. **Churches.**—(*a*) The oldest in or about Christiania is *Gamle* (old) *Akêrs-Kirke* (ch.), at the N. extremity of the city, beyond the pretty *Vor Frelsers* (Our Saviour's) *Gravlund* (cemetery). Erected in the 11th cent. of hewn stone, in the Anglo-Norman Romanesque style, it was restored in 1860–61, when the steeple was added. The huge old pillars inside this basilica are impressive, and the interior is further remarkable for the openings, connecting the nave, transepts, and choir, made in the walls that close in the square at the crossing. A fine view of the Christiania valley and of the N. and E. suburbs, now incorporated with the city, will be had from the outside of the semicircular apse. The keys can be had in the small yellow house opposite.

(*b*) *Vor Frelsers Kirke*, in the form of a Greek cross, with a massive square tower, consecrated 1697, and

restored 1849–56, by *Chateauneuf*. The exterior is as little attractive as the Puritanic interiors of most Norwegian chs. of the same period. The altar-piece ("Christ in the Garden of Gethsemane") is by *E. Steinle* (Germ.), and the marble font by *Fladager*.

(*c*) *Trefoldigheds* (Trinity) *Kirke*, conspicuous in the N. part of Akers st. (off Carl Johan st.), is a large and heavy-looking Gothic edifice, with a dome visible from afar. It was built partly after designs by *Chateauneuf*, and consecrated 1858. Its interior forms an architecturally handsome but unattractive octagon, lit up only by the altar-piece ("Baptism of Christ") by *A. Tidemand*, and by a marble font (an angel holding a shell) by *Middelthun*.

(*d*) The *Johannes* ch. in the S., and the *Uranienborg* ch. in the W., part of the city are elegant modern structures. The tall steeple of the latter is now one of the landmarks for vessels approaching the harbour.

(*e*) **The Anglican ch. (St. Edmund's)** is in Möller st., a continuation of Kongens st., to the N. of Carl Johan st. On the way to it, along the W. end of the Great Market (with statue of Christian IV.), will be passed the large police-offices that stand on a terrace overlooking the *Nytorv* (New Market place). Service, Sun. 11 A.M., and also in the evening. (See notices at hotels.) Keys always available in corner shop immediately beyond the ch.

Visitors will not fail to be pleased with the simple elegance of this small but adequate Gothic edifice, which was built in the winter of 1883–84, opened June 1884, but fully consecrated (after extinction of all debt) only in 1890. The interior, with pews and seats for 200, has been made strikingly bright and pretty by its harmonious proportions, varnished-pine woodwork of Norwegian design, high-pointed arch roof, and quaint gargoyles, from which the gas chandeliers are suspended. The stained windows (by Jones & Willis of London) are all commemorative, and presented by members and friends of the congregation, the resident number of which is about 100. By the exertions of these, subscriptions in small amounts were raised to defray the cost of the building and the site (about 2500*l*.) The ch. finances are managed by a committee, of which the British Consul-General is chairman and the United States Consul a member, both *ex officio*. In order to meet the annual expenditure, including the stipend of the resident chaplain, the committee are greatly dependent, not only on the offertories, but also on the *donations, which they earnestly solicit from travellers, American as well as British. It is hoped that the ch. collection-boxes in the hotels will not be neglected.*

(*f*) *St. Olaf's* (Rom. Cath.) ch. stands at the head of Akers st., N. of Trinity ch. Erected in red-brick and Gothic style, 1853. Services: Sun., matins 8 A.M.; high mass and sermon 10 A.M.

8. Public Edifices, Institutions, &c.

(*a*) **Storthings-Bygning** (Parliament House). This handsome but peculiar semi-Byzantine and partly Romanesque building, completed in 1866 from designs by *Langlet* (a Swedish architect), occupies a prominent position fronting the Avenue (*Studenterlunden*), with a terrace flanked by 2 lions (by *Borck*). The interior is worth visiting (admission when the Storthing is not in session, by application to the porter at the S. side door; fee ½ to 1 kr.) The first floor of the semicircular W. front (*Storthings sal*) forms the chamber in which the *General Assembly* meets (from Feb. to June). It can accommodate about 150 deputies and an audience of 200–300 in galleries. The *Odelsthing* (see *Introduction*: "Government, &c.") also meets in this hall, in which (over the throne) will be seen a large picture by *Oscar*

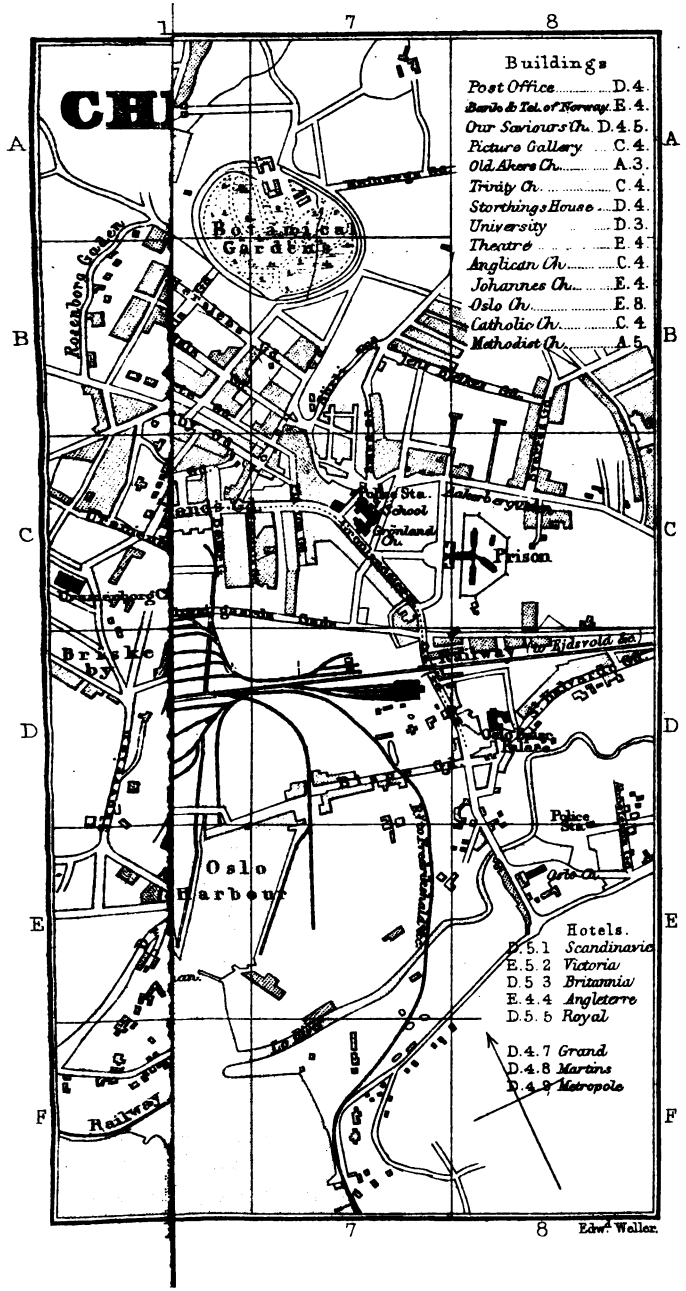
Wergeland, representing the first deliberation over the existing Norwegian constitution. The members' seats are occupied in alphabetical order, according to the constituencies they represent, the names of which are engraved on brass plates. The *Lagthing* chamber is smaller, but handsomely fitted, as are also the library and a couple of other apartments. The *Archives* (*Riksarkivet*) (entered from E. side) contain rich materials for the history of Norway (chiefly 1600–1814) and the *München Collection* of charters, &c.

In the *Avenue* facing the W. front of this edifice is a *Statue* raised (1881) to the national poet, *Henrik Wergeland*.

(*b*) **Akershus Castle.** This fortress stands at the S. end of the promontory between the 2 harbours, and is worth visiting, if only for the lovely view from its ramparts, planted with limes (not far from the Victoria Hotel), of the castle built on its site at the end of the 13th cent. Only some fragments of the foundations are left. It was besieged by Duke Eric of Sweden in 1310. Between 1355–80 the works were extended by Haakon VI. and again strengthened in the 16th and 18th cents. Unsuccessful siege was laid to it by Christian II. of Denmark (1531–32) and by the Swedes in 1567 and 1716. On the latter occasion Charles XII. bombarded it from a meadow visible on the top of *Egeberg Hill* and called *Svenske Sletten* (Swedish field). Until about 1740 Akershus was the royal residence in Norway, and proclamation of successive sovereigns was made here from 1548 to 1661. In Danish times the National Assembly met in a chamber of the castle. Its present form dates from the reign of the founder of the modern capital, although much altered by levelling since 1815. Within its walls is the *Arsenal*, with an *armoury* (*Artillery Museum*), which is shown to visitors by a custodian (small fee), by permission of the Master of the Ordnance, procurable at his office, within the fortress. A few muskets and swords will be pointed out as relics of the Scottish expedition in 1612 (see "Hist. Notice" and Rte. 12). The usual display of arms and banners is not of the same interest. Among other objects in its courtyard are 2 guns presented in 1570 by the Elector of Saxony to Duke Adolf of Holstein, in acknowledgment of assistance rendered.

Approached over a bridge spanning a moat and through a guarded gateway, are the *Garrison* ch. with the old prisons below it, the *Convict Prison* (in which the more severe sentences of hard labour are worked out), and a small tower (on the S. side) that houses the Norwegian *regalia* and important national records, and some articles of dress worn by sovereigns of the reigning dynasty.

(*c*) The **New Hospital** (*Rigshospital*), W. of the Trinity ch., is well worthy of inspection by medical men. Composed of isolated blocks, on the same principle as St. Thomas's Hospital, London, it is a splendid specimen of the newest development of medical science in that direction. There are altogether 400 beds, about three-quarters of which are filled by patients unable to pay for medical aid or entitled as citizens to accommodation within its walls. Families generally subscribe annually for the right of sending a servant for treatment; for in the absence of such precaution the law requires them to defray the medical expenses of a domestic for the period of 1 month. In case of need travellers can obtain a bed (in a separate room) for 7 kr. per day, medical attendance included. The charge per diem in a general ward is 1.80 kr. Similar excellent accommodation is also generally available at the *Diaconnesse Hospital*, near the Rom. Cath. ch. The *Rigshospital* is supported principally by the State and the municipality. Admission on application to one of the resident medical officers.



Buildings
Post Office ..... D.4.
Bank & Tel. of Norway. E.4.
Our Saviours Ch. D.4.5.
Picture Gallery ..... C.4.
Old Akers Ch. ..... A.3.
Trinity Ch. ..... C.4.
Storthings House ..... D.4.
University ..... D.3.
Theatre ..... E.4.
Anglican Ch. ..... C.4.
Johannes Ch. ..... E.4.
Oslo Ch. ..... E.8.
Catholic Ch. ..... C.4.
Methodist Ch. ..... A.5.
Botanical Gardens
Rosenborg Gaden
Prison
Railway
Oslo Harbour
Police Sta.
Oslo Ch.
Hotels.
D.5.1 Scandinavia
E.5.2 Victoria
D.5.3 Britannia
E.4.4 Angleterre
D.5.5 Royal
D.4.7 Grand
D.4.8 Martins
D.4.9 Metropole
Edwd. Weller.

[Obs.—The numberless other medical and charitable establishments, asylums, &c., will be inquired for locally by travellers interested in them, and described by the respective officers in charge.]

(*d*) The **Steam-Kitchen** (*Dampkjökken*), corner of Torv st. (running out of that in which the Anglican ch. is situated): This admirable institution should certainly be visited during the dinner-hours (12–3). Founded by a company in 1857, with capital subsequently enlarged to about 5200*l.*, its purpose is to supply persons of small means with a good, wholesome dinner at a low price—33 ö. (about 4½*d.*) and 47 ö. (a fraction over 6*d.*), the latter rate including an extra dish. The food is so excellent and inviting that many a visitor takes his seat in one of the bright and roomy halls, among the labouring-men, cabdrivers, office-clerks, shop-girls, and governesses, who mingle at the scrupulously clean table in democratic equality. Families in poor circumstances send for their meals or "portions," the charge in such a case being only 28 and 42 ö. (about 3¾*d.*–5½*d.*) Between 1884–1888, the daily number of meals supplied was 1856. In 1890, this had increased to 2260. One of the satisfactory, and almost exceptional, features of the institution is, that it now actually yields 6 per cent. to the shareholders, thanks to a subsidiary income derived from the sale, in a shop alongside, of forced meat, sausages, fruit syrups, &c. A boiler (25 h.p.) supplies the necessary steam for the kitchen and laundry, for the heating of the rooms, and the working of the sausage-machines, &c. An annual report (in English) is supplied on application at the office.

(*e*) *Summary of other Public Buildings.*

The **Post** and **Telegraph Offices** form the corner of Carl Johan and Kirke sts. The *Bazaar* (principally butchers' shops) and the *Fire-brigade stat.* are almost opposite. At the end of Carl Johan st. is the Central (E.) Rly. Stat. for Sweden and Trondhjem, the Western Rly. Stat. being at the head of Pepervik bay, S. of the main thoroughfare. In the same street as the Victoria Hotel is the mean-looking Government House (*Stiftsgaard*), the official residence of the prime minister. On the way to Akershus Castle is passed the old *Theatre*, to be replaced by one now in construction in the Studenterlunden, off Carl Johan st.

The *Bank of Norway* and the *War Offices* are in the vicinity of the castle and arsenal.

At the back of the Storthing will be seen the imposing new *Freemasons' Hall.* In Dronningen st. is an old building in which the *Finance* and *Customs Departments* are located; the *Home Office*, occupying a building in Carl Johan st., and the *Public Works Department*, and other administrative branches, flats on Victoria Terrace. The unpretending-looking *Exchange* and the *Fish Market*, are to the rt. of the quay at which the Hull strs. are moored.

9. Walks, Drives, &c.

A. Travellers are always recommended to make **St. Hanshaugen** (*St. John's Hill*) the object of their first walk, a distance of about 1¼ m. in a N.W. direction from the great market sq. This prettily laid-out eminence (280 ft. above the sea) is the site of the reservoir of the city waterworks (the water being supplied from the lake system of the neighbouring district of *Nordmarken*), and affords a beautiful panoramic view of Christiania and its environs.

[It may be included in a drive to *Holmenkollen* and *Frognersæter*. See C.]

B. **Oscarshall** and **Bygdö** (*Ladegaardsö*) *penin.* If walking, the city is left by the *Drammens-vei* (road), skirting the palace park on the rt. and passing through part of the most fashionable, or W. end, *quartier*, adorned with many handsome houses and villas, having pretty gardens in front. Close to *Skarpsno* rly. stat.

(less than 1 m. from the Grand Hotel) is a ferry across the *Frognerkilen* creek to *Bygdö* (about 7 m.: 10 ö.) Nearly ½ an hr. more would be consumed by keeping to the road and turning to the l. along the tongue of land which prevents *Bygdö* from being called an island.

[OBS.—*Oscarshall* may be reached more quickly by str. from *Pipervik* quay (hourly between 7 and 9 A.M., and from 1.30 to 9.30 P.M.; 20 and 10 ö. to *Frederiksborg* or *Bygdö*). The direct str. to *Oscarshall* (*Bygdö*) takes only 15 m., while from *Frederiksborg* (where there is a second-rate Tivoli) the walk, keeping to the rt., is about ½ hr. Failing a convenient str., a boat can be engaged at the same quay for 2 kr. there and back. To those who prefer to drive the whole way and visit the places here described in a carriage, the expense will be about 6–8 kr. and the time occupied 2 to 3 hrs., if the round of the penin. be made.]

HISTORY OF BYGDÖ.—Anciently known as "Bygdey" (or the "cultivated island"), the name first occurs in a charter of 1305, when Haakon V. informed the bishops and nobility of his kingdom assembled at Bergen that he had received the dowry (3000 marks of fine silver) of his queen, Euphemia, daughter of Vitslaf, prince of Rügen (in the Baltic), and, with their concurrence, settled "Bygdey, near Oslo," upon her. She died in 1312, before her husband, and the royal demesne was inherited by her daughter Ingeborg, who married, first, Duke Eric Magnusson of Sweden, and afterwards Knut Pors, a Danish baron, subsequently created Duke of Halland and Samsöe. Moved, however, by piety, she granted, in 1352, Bygdö and several islands near Oslo to the monastery of the Holy Virgin and St. Edmund on *Hovedö* (island), on condition of the abbot saying masses, on a new altar to be then built for the commemoration of herself and her relatives, the monks to be requited with a tub of ale and the altar enriched by a mark of silver and a wax-taper on each anniversary of her death. All the possessions of the monastery (for the description of which see "Excursions") having been confiscated at the Reformation, Bygdö reverted, with other monastic property, to the Crown, and was henceforth called "*Ladegaardsöen*," after the *Ladegaard*, or home-farm, at Oslo, that had equally belonged to "the Holy Virgin and St. Edmund."

Oscarshall is a *château de plaisance* (not used as a dwelling), erected by King Oscar I. in 1852, after designs (English-Gothic) by *Nebelong*. It occupies a commanding position (80 ft. above the sea), and the summit of its white polygon tower (160 ft.) affords a view of which the charm is recorded by every traveller who has had recourse to the printing-press. A visit to it is in reality indispensable. Admission on application to the gardener in a contiguous building (fee, ½ to 1 kr.)

Visitors are conducted first to the Gothic dining-room in a smaller semi-detached edifice. Its attraction consists in the 6 Norwegian landscapes by *J. Frich* (those of the *Ravngiuv* precipice in Telemarken, the *Romsdalshorn*, and the *Norangsfjord* being the most striking), but chiefly in the 10 celebrated pictures by *A. Tidemand*, illustrating Norwegian peasant life "from cradle to grave." Being hung over the landscapes, immediately under the ceiling, they can be viewed with satisfaction only on a bright day.

In the main building, the oak-panelled *Drawing-room*, on the ground floor, contains statues in zinc (on consoles) of the 4 greatest kings of ancient Norway, by *Michelsen*, a pupil of Thorwaldsen; while the uppermost frieze is decorated with zinc medallions, in high relief, of the most remarkable warriors, statesmen, and prelates of Norway in the middle ages (by *Borch*). A room on the first floor has 9 basreliefs of Fridthjof's Saga, in marble (*Borch*), and 4 landscapes (localities connected with the same saga) by *Gude*.

The apartments above are diminutive museums of Norwegian art, in many of its varieties. In a small closet are shown the *Coronation Robes*, &c., of the reigning dynasty. A winding staircase (71 steps) leads to the roof of the tower, where visitors will long tarry, although the views from the crenellated battlements will have previously arrested their attention.

Within 5 min. drive is a gateway of Scandinavian form (once the entrance to an artists' fair, at Christiania). It leads to 5 buildings set up by King Oscar II. to perpetuate the peculiar features of ancient Norwegian architecture:[1]

[1] Will be opened by an attendant residing in the immediate vicinity. Small fee. Open on Sundays.

1. The **Gol Church** (*Stav kirke*, or ch. built of timbers raised on end, not laid horizontally). It stood at Gol, in Hallingdal, until 1884, when, being too small for modern requirements, it was pulled down and removed to its present site at the cost of the king, who purchased it with the object of preserving so remarkable a specimen of 12th or 13th cent. eccles. architecture. The date is thus fixed from the beautiful carvings (partly restored) within the S. porch. In front of the altar is noticeable an ancient painting on panel, representing the Saviour within an oval centre, and the 12 Apostles in groups of 3 on either side. Equally curious is the "Bride's seat" (from Hitterdal), with its interlaced ornamentation and its carvings of grotesque animals.

2. The **Hovedstuen**, or house of a peasant proprietor, built in 1738 and presented to the king in 1881, when it was removed from Lilleherred, in Telemarken, and furnished in contemporaneous style.

3. The **Stabur**, or "Store-house," also comes from Telemarken, and, judging from an inscription on the hinges of the door, it is about 140 yrs. old. The carving of the doorway, traditionally ascribed to the original proprietor of the building, is in the best style of ancient Norwegian art.

4. The **Rögstue**, or "Smoke-hut," a rare and very ancient form of dwelling still found in parts of Russia as a survival of the primæval hut or the tent of wandering tribes, with an opening in the roof for the egress of smoke and the ingress of light. This is from Sætersdalen.

5. The **Loft**, or "Barn," is from Gudbrandsdalen and of considerable age. This drive or walk should be continued to *Bygdö Söbad* (sea-bathing establishment), at the S.W. extremity of the penin. A restaurant (and a band) close by. Special strs. to and from Christiania frequent. Charge for a bath 25 ö. Pretty woodland scenery and numerous villas will be seen on a drive round the penin. On a small eminence close to Oscarshall will be seen a granite pedestal holding the *Bust* of Count Herman *Wedel-Jarlsberg*, an eminent Norwegian statesman, who warmly advocated the union with Sweden. It was set up by King Carl Johan (Bernadotte). Close to the road, on the S.W. side of Bygdö, is another simple *Monument* in the form of an iron column, erected in 1814 by King *Christian Frederick* of Denmark and Norway to the memory of Prince Christian Augustus, who governed and defended Norway at the head of a special commission (1807–1809). A pretty little wooden *Ch.* will be passed at about the centre of the penin. Small strs. touch at *Huk*, its S. point.

C. **Holmenkollen** and **Frognersæter.**—No traveller should fail to drive (or, if robust, to walk) to these delightful spots, N.W. of the city, and affording in clear weather a splendid prospect of the country and the fjord for many miles around, as well as a distant view of snow-capped mtns. Arrangements can, if time be an object, be made by telephone for luncheon or dinner at

1. **Holmenkollen Sanatorium and Tourist Hotel**, a drive of about 1¾ hr. back. Carriage and pair, 10 kr. (12 kr. if by way of Frognersæter); 1 horse conveyance, 6 kr., or a carriole (from Bennett) cheaper. Dil. service 3 times a day (1 kr. each).

This extensive establishment, composed of several large wooden buildings (including a "Sport-house," for cyclists in summer, and snow-shoe runners, skaters, and tobogganers in winter), all in Norwegian style with corresponding internal decorations and arrangements, stands nearly at the summit of a hill, about 1000 ft. above the sea-level. The dining-room in the main structure is attractive, not only on account of the excellent viands provided (wine and ale, but no spirits) at a moderate charge (2 kr. for dinner—boarders, about 8*l.* 7*s.* per month), but also owing to

the view from its windows, and the elegant, rustic, and national character of its adornments. In the upper floor are bed and sitting rooms, with balconies affording bewitching views. The walls of the drawing-room (below) have been decorated by *Skramstad*, the noted Norwegian landscape painter; and many objects of Scandinavian art are gradually being added to the other fascinations of this resort, which is as charming in winter as it is in summer.

The large building beyond the hotel is the *Sanatorium*, open all the year round, under the superintendence of *Dr. J. C. Holm*, to whom is due much of the initiative in connection with the establishments at Holmenkollen. Its height above the sea gives it the advantage of a dry atmosphere, rendered still more healthy and invigorating by the exhalations of thick pine-woods; and usually, when the city is enveloped in fog (which in winter is assuming more and more a London character, from the increasing use of coal fuel), Holmenkollen basks in sunshine. Its hygienic properties are more especially favourable in cases of convalescence, nervousness, sleeplessness, colds, and their after-effects, bronchitis, asthma, and heart-affections. (Further information obtainable from Dr. Holm, Christiania.)

In a large separate building is the *Café*, where an hour can well be spent in enjoyment of the bracing and pure air and the landscape that opens through and over the forest in front. Coffee can also be taken at the

Peisestue ("Hearth-hut") erected in old Norwegian style at the head of a pretty artificial lake, not more than 10 min. walk from the hotel. Above the latter (15 to 20 min. walk) is also a wooden scaffolding, from the summit of which a fine extensive view is obtained. Another footpath leads to *Voxenkollen* (about 1 hr. walk), whence the mtns. mentioned below are discernible. This walk can be continued to

2. **Frognersæter**, connected with Holmenkollen by a splendid road opened in 1890 by the king and the Emperor Wilhelm II., after the latter of whom it has been named. In 1889 this fine property, once the only show-place in the neighbourhood of Christiania, was purchased by the municipality from the heirs of the late Mr. Thos. Heftye, the well-known banker, to whose memory a granite *Obelisk* was erected (1887) in the vicinity. The main *Châlet* is 1380 ft. above the sea-level, the approximate distance to it from the city being 9½ kil. It has been converted into a museum, illustrative of old Norwegian domestic life and its surroundings. In one of the rustic *bunks* the late Prince Imperial of France passed a night. Additions being made year by year to the specimens of household utensils, furniture, &c., visitors must consult the catalogue sold on the spot at 25 ö. The view from the balcony is magnificent. Contiguous to the châlet are—a *Peasant's cottage* from Hallingdal, a *Rögstue* and a large new *Peisestue*, in which milk, coffee, tea, sandwiches, &c., are served. About ½ an hr. walk will bring the visitor to the *Tryvandshöiden* (1800 ft.), on which is a high, solid *Tower* of wooden framework. This affords a view superior in extent to that which has been made available at Holmenkollen, a considerable part of S. Norway being exposed to the eye and the field-glass. On the S. the view extends to the Kattegat; on the E. towards the boundary of Sweden; on the N. it ranges over the extensive forest tracts of Nordmarken (see description farther on) and its principal elevations, such as *Opkuven* and *Kikut*; while to the W. stand out prominently the snow-tipped *fjelds* of Hallingdal (the *Norefjeld*, 4950 ft.) and of Telemarken (*Gausta*, 6170 ft.), about 128 kil. distant. Scarcely less interesting is the glimpse of the city below, skirted by green fields and pine-woods, and of the blue waters of the Christiania fjord,

dotted with innumerable, bright-looking islets.

Halfway between Holmenkollen and Frognersæter is another fine *Hotel*, from which a beautiful road branches off to the l. to **Voksenkollen** (1500 ft.), whence from a staging is a magnificent view of *Sörkedalen*, *Bogstadvand*, the *Norefjeld* and *Lifjeld* (*Gausta*), &c., with a foreground of vast forests.

D. **Sundvolden** (*Ringerike*). * — This drive may be the object of an excursion from Christiania by those who have a day or two to spare, or it may enter into the general plan of a journey to Bergen over the Fillefjeld. Travellers who have not the leisure to go far afield should certainly take this drive, which is easily accomplished in a day, the distance to Sundvolden and back being about 90 kil. A stay of some days is very enjoyable. Before other parts of Norway were more accessible, the Ringerike excursion was unavoidable, as affording with facility an excellent impression of the beauties of Norwegian lake and woodland scenery. A carriage and pair can be hired there and back for about 40 kr., and a carriole for 15 kr.; or a vehicle (carriage, carriole, &c.) can be ordered by telephone to await a train at Sandviken, 14 kil. from Christiania (see Rte. 4).

From Sandviken rly. stat. the road branches off, with a gradual ascent to the rt., from the Drammen highway along the Sandvik r., and attains an altitude of nearly 1100 ft., after which it runs through the *Krokskog*, a pine-forest of much beauty. The pretty rounded tops of *Kolsaas* (1250 ft.) rise to the rt. from a range of hills of porphyry. A glimpse of the lovely *Holsfjord* branch of the picturesque *Tyrifjord* is obtained before beginning the descent from the Krokskog plateau, the road running down in long curves until it joins the *Svangstrands-vei* (rd.), the highway from Drammen. Soon the *Skaret*, or "Gate," hewn out of the rock, opens out a vista equal perhaps in beauty to that afforded by the "Baidar Gate" or "Pass of Phoros" in the Crimea, lake scenery of a somewhat sombre character replacing the wide, blue expanse of the Black Sea. A seat with benches is provided—Princess (now Queen) Sophie's view—as in the Crimea, for a quiet enjoyment of the scene. A short halt will next be made at *Humledal* (16 kil. from Sandviken; pay for 22 kil. if posting). Good dinner procurable at this comfortable stat., which lies high above the *Holsfjord*. Here also the panorama is most pleasing, one of the most striking features in it, on the N., being the summits of the *Norefjeld*, snow-clad in June, and sometimes in July.

[*Fishing.*—There is no lack of large *salmo ferox* in this part of the great lake, and a couple of days may well be spent by the angler at Humledal in trying his luck in hot, but not too calm, weather, when the fish rise from their great depths. Minnow best.]

Descending by a splendid road cut in the face of the rock with numerous zigzags, the traveller is whirled down to the E. shore of the *Tyrifjord*, a lake (230 ft. above sea-level) of greater breadth than most of the other inland waters of Norway, for it is 13 kil. wide at its centre. The country around, especially on the N. and W., is rightly classed amongst the most charming and fruitful, and the best cultivated, regions in the kingdom. On the l. the lake will be seen dotted with pretty islands (*Utöen*, *Gjeitöen*, *Frognöen*, and *Storöen*), and arrested in its broad expansion northwards by the *Holelandet* penin., on the S. point of which stands the old chapel of *Bönsnæs*. The objective point is then reached at *Sundvolden* (13 kil.; if posting, pay for 15 kil. in reverse direction).

[*Fishing.*—Perch plentiful in immediate vicinity, as well as *sik* (*gwiniad*, or fresh-water herring), which are persistently served to the uninitiated as "grayling." These fish, very good for the table, afford excellent sport in hot weather, when they will rise to a white-bodied fly with red wings. They run to a size of 2 lbs. and more.]

[EXCURSION (2½ HRS.) TO KROKKLEVEN AND THE "KING'S VIEW."—Saddle-horses procurable (2.40 kr.), but visitors generally walk (1½ hr.) by a rough but romantic path through a gorge, first (in ¾ hr.) to *Klevstue*, at the top of the *Krokkleven* (cliff). Sleeping accommodation, if desired, and good dinner at an *Inn*, where guides are also procurable, although white crosses painted on the trees indicate sufficiently the path that leads (20–30 min.) to the *Kongen's Udsigt*, or "King's View" (1455 ft. above the sea and 1243 ft. above the fjord). In clear weather the panorama (somewhat of a bird's-eye view) is superb. Water, fields, woods, and mtns. diversify the wondrous prospect, the background in the N.W. and W. being formed by the mtns. of Telemarken and Hallingdal. The *Gausta*, the *Norefjeld*, and sometimes even the *Hallingskarv* (about 6400 ft.) are visible, as well as the *Jonsknut* (2978 ft.), near Kongsberg.

Inferior in beauty is the view from the *Dronningen's Udsigt*, or "Queen's View," to which the visitor will be recommended at the Klevstue inn, on account of its proximity (5 min. descent).]

ALTERNATIVE ROUTES BACK TO CHRISTIANIA.

1. A str. plies between Sundvolden and **Skjærdalen** rly. stat. on the Christiania-Drammen line (Rte. 4). (Consult time-tables.)

2. Return *viâ* **Hönefos**. Time permitting, a drive to Hönefos and back will be found very enjoyable, but it is frequently undertaken as a means of returning to the city by a different route. Carrioles, &c., have to be fetched from *Vik* stat. (3 kil. beyond Sundvolden; pay for 17 kil.: 3.23 kr. per horse, with postboy). If returning to Sundvolden, engage the carriole for the whole way, without stopping at Vik. (Total of posting, 2.85 kr. per horse, &c.)

Passing over the *Kroksund* by a long bridge connecting the Tyrifjord with the Stensfjord, the traveller is soon driven past Vik and the *Stengaard* (farm), close to which are the ruins of an old chapel. To the rt. of the flat road (*Stensgaden*) then taken will be seen the *Halfdans-haugen* (tumulus) supposed to contain some of the remains of Halfdan the Black (king of a S. part of Norway, 9th cent.) A bye-road then branches off (l.) to *Hole* ch., soon after which *Norderhov* ch. and manse are passed. On application at the latter, travellers will be allowed to see the *Svensketue* (Swedes' room), the scene of the following episode:

In 1716, whilst besieging Akershus Castle (Christiania), Charles XII. sent 600 dragoons to plunder the Kongsberg silver-mines. They took up their quarters at the manse and in adjacent buildings, and, the pastor being ill in bed, his wife, Anna Kolbjörnsen, received the Swedes, and, while supplying them with food and drink, contrived to send a message to an officer in command of a small Norwegian force not very far off, and which proceeded to capture or kill the invaders almost to a man.

The embalmed remains of Anna Kolbjörnsen are preserved in the vault, which is shown.

Hönen farm and the "Middle School" house of the Ringerike district will be next passed, the road diverging to the l. under the *Tanberg*, affording a view of Lake *Jueren* and the *Blefjeld* (4494 ft.) The *Stor-elv* and the 3 branches of the Hönefos (falls) being crossed, the traveller arrives at

Hönefos. (See Rte. 7.)

E. *Drive* (*or Walk*) *to* **Egeberg Hill**, *through* **Oslo**.—Tramcars run from the Great Market-place in about ¼ hr. to *St. Halvard's Plads*, in the suburb of *Oslo*, the original site of the city, and worthy on that account of cursory inspection. After reaching the large *Prison*, they turn to the rt., and, after crossing the small *Akers* r., pass through the *Grönland* suburb, in which will be noticed the new *Ch.* and *School-house*. In a few minutes more the terminus of the cars is reached in St. Halvard's Plads, on which stands the modern Episcopal Palace

(*Bispegaard*), of no architectural interest, although the remains of an old Dominican monastery were incorporated with it (1883).

[Carriages and pedestrians get to this point by bearing N. from the same market-place, and skirting the rly. stat. and the harbour quays until they get to *Bispegade* and the Episcopal Palace.]

Hence a street leads (S.) to the ancient **Oslo** (*St. Mary's*) ch., and to the remains of the original *Episcopal Palace* (*Ladegaard*), at the corner of Bispe st. In this residence James VI. of Scotland was married to Anne, sister of Christian IV. of Denmark.

The princess left Copenhagen (Sept. 5, 1589) for Scotland, with a convoy of 12 warships well equipped; but contrary winds, stormy weather, and the leaking of the royal flagship, compelled her, with 3 ships of the squadron, to make for the fjord that led to Oslo, then the capital of Norway, which was reached only on Oct. 25. Here she was accommodated, together with her numerous retinue, in the old Rom. Cath. Episcopal Palace, the Earl Mareschal Keith, King James' ambassador, being lodged in a neighbouring house. When on the point of returning to Denmark, after a stay of 6 days, Princess Anne received the gratifying intelligence that King James, in his anxiety and gallant impatience, had sailed over to Norway with a fleet of 5 vessels, from which he landed at Tönsberg, whence he travelled overland to Oslo, arriving there Nov. 19. The marriage was celebrated Nov. 23, in the principal room of the old *Bispegaard*, decorated for the purpose with costly tapestry, 2 chairs of state, covered with crimson damask, being placed at the upper end of it, on a red carpet, for the royal pair. Norwegian annals describe the king as being tall, but thin, and dressed in a red velvet doublet, studded with gold coins, and a black velvet mantlet lined with sable. His chaplain, David Lindsay, performed the ceremony, which included an oration in French, and lasted an hour. After a stay of about a month at Oslo, the king and queen left in sledges, by way of Sweden, for Denmark, where they passed the winter, reaching Leith only on May 1, 1590.

Oslo Church, next to this interesting building, has been much modernised. Connected architecturally with it since the Reformation is an *Asylum* for *aged people*, some parts of which exhibit traces of the old Franciscan monastery, which it absorbed. At the back of it again is the local *Lunatic asylum*. Haakon V. (1299–1319), who was the first to establish the royal residence at Oslo, rebuilt the (11th cent.) ch. of St. Mary in the immediate vicinity, and made it a place of sepulture for the royal line. It fell into ruins after the Reformation. Prince William of Rügen, the maternal grandfather of Euphemia, consort of Haakon, was buried in it (1302), and subsequently Haakon V. and Euphemia were both entombed there; also Haakon VI. (1380), and many other members of the old royal house.

In the *Cemetery* opposite the edifices above described is buried Mr. *Bradshaw*, the founder of the *Railway Guide*.

Continuing the drive or walk past Oslo ch., the new road to Egeberg Hill is soon reached, and a pretty glimpse at once obtained over the entire city. At the first bend, the view becomes charming, the fjord, the city, and its pleasant environs being opened out. Beyond, it rises in gentle curves through woodland of bewitching effect, past a small fenced-in basin, erected by the municipality at the junction of the old road to *Carlsborg*. Views of the fjord, only occasionally obstructed by trees, are again obtained, and at last, on reaching the parallel of Bækkelaget rly. stat. (on the *Liabro* rd. — see Rte. 2) below, the panorama of the fjord and of the western part of Christiania becomes so grand and entrancing that travellers must not, without later regret, fail to take the trouble of observing it. Here end the *Jomfrubraaten* woods, and the top of the Egeberg Hill is reached at an altitude of about 450 ft. The new road terminates at *Bernhus*, a few hundred yards N. of a private residence named *Castellet*, whence *Nordstrand* rly. stat. and hotel (Rte. 2) can be reached on foot in 10 or 12 min., the distance to *Bækkelaget* stat., nearer to the city, being, however, only a few min. farther if sought from the beginning of the plateau.

[Small strs. ply to these stats. from the Custom-house floating piers, close to the Central rly. stat.]

F. *Drive to* **Sarabraaten** (11 kil.)—This will occupy 4 hrs. and is well worth undertaking, although many other good views are obtainable E. of the city—from *Östre Aker's* ch., and from the old *Trondhjem* rd. by which *Sinsen*, the mansion of the Schou family, and a large farm called *Linderud*, are reached. From the ch. just mentioned the road turns to the l. to *Bryn* rly. stat. (frequent trains), and thence through a wood and over a brook until the small *Östensjövand* (lake) is reached. After some gentle ascents and descents, partly through woods, a bridge spans the *Noklevand* (lake), and the road winds up to Sarabraaten, where milk and lemonade can be obtained at a farm. The view is still more splendid from *Haukaasen* (nearly 1100 ft.), about ½ hr. walk. The snow-capped *Gausta* in Telemarken is visible.

A short distance N.E. of the Trondhjem rd. are the *Botanical Gardens*, tastefully laid out and affording a fine view. The collection of indigenous plants is very good. Open daily.

G. *Drive or Walk to* **Grefsen Bad** (*Hydropathic Sanatorium*), 5 kil. N. of city.

[*Dil.* run frequently from the principal market place.]

This establishment was founded in 1858 and continues to be fashionably frequented. It lies 560 ft. above sea-level, at the foot of *Grefsen-aas* (bluff), 1195 ft. high, which shelters it against N. winds. A beautiful view is obtained here of the fertile Christiania valley and of the pleasant green islands by which this city is encompassed on the W. A beautifully laid-out park of pine-forest is one of the great attractions of the place, from which many pleasant and romantic excursions may also be made.

Nervous complaints, rheumatism, chronic catarrhs, sleeplessness, &c. are successfully treated. Season from June 1 to Aug. 31. Rooms, 1 to 3 kr.; board, 2.20 kr., or 15 kr. per week. Reduction for families. Medical and other charges from 22 kr. to 16 kr. per week, according to length of stay. Highly recommended for a fortnight's repose, or for a period of convalescence.

H. *Walk through* **Nordmarken.**—Inveterate pedestrians and lovers of wild, sylvan, and mountainous scenery (peaks 2000 to 3000 ft.) will be delighted with the exploration of this charming tract of country, so close to the city, and 80 kil. in length by 20 to 40 kil. in breadth, with numerous small lakes at an elevation of 1150 to 1800 ft. It is approachable from 2 sides: on the E. from the *Maridalsvand*, a lake (500 ft.) N. of Christiania, which draws its water-supply from it; and on the W. from *Bogstad* and *Sörkedal*. No roads intersect it, and the explorer has therefore to find his way by footpaths, with the aid of a detailed map or of a local guide. At 2 or 3 farms a night's lodging may be obtained, the few remaining habitations being occupied by lumbermen and other labourers.

Maridalen is about 8 kil. N.E. of the city by an excellent road. Carriages cannot proceed farther than the farm of *Maridalshammer* (13 kil.), where the *Aker* river takes its rise. At *Kirkeby*, to the rt., are seen the ruins of the old *St. Mary's* ch. *Skars powder-mills* are in the vicinity. The first lake reached in Nordmarken is the *Skjærsjöen*, which is ruthlessly poached for trout by mill-hands from the factories in the Aker valley. *Kamphaug gaard*, on a considerable eminence, will be reached thence by following the telephone-wire. A path leads N. of the farm to *Björnholt*, and to a dam from which the long *Björnsö* lake is visible, with *Kikut* mtn. (1025 ft.) in the background. From *Bonna* farm below (to be reached also by boat from the Björnsö dam) the mtn. can be ascended. A walk of about 1¼ hr. due W. from Bonna will bring the tourist to *Fyllingen* lake, whence a pretty path leads in about

3 hrs. to *Svartorsæter*. Thence, walking becomes again difficult as far as *Aamot*, whence, after crossing a stream, the Særkedals rd. (1 hr. walk from *Bogstad*) is gained on the way back to Christiania. *Hakloa* (22 kil. from the city) is another lake, a little more than 1 hr. walk, with a *Farm* connected by telephone with the capital. A *détour* may be made hence to *Sandungen* lake (about 7 hrs. walk either from Bonna or from Maridalshammer). The farmhouses on these 2 lakes are specially recommended for good quarters. Permission to fish (*trout*) and to *shoot* over a dog may be procured as a favour from Baron H. Wedel-Jarlsberg, through a banker or friend. The proprietor reserves the best lakes for members of his family.

The other approach, from *Bogstad*, involves a drive of nearly 2 hrs., after which the forest is entered and the track above sketched taken in a reverse direction.

[More detailed information respecting walking tours through Nordmarken and adjacent districts will be found in Dr. Yngvar Nielsen's "Reisehaandbog over Norge." A day and night can well be spent on this excursion.]

I. **Excursions by Water.** — Innumerable small strs. ply between the city and adjacent islands on the fjord. These will, however, not be visited except for the purpose of seeing friends in summer, when even the least affluent residents whose business occupations prevent them from seeking health and recreation in higher and more distant resorts, repair to seaside villas and watering-places, such as *Hankö* (Rte. 2), *Holmestrand* (Rte. 4), *Sandefjord* and *Laurvik*, &c. (Rte. 4). But even without the object of visiting these, pleasurable trips can be taken up the *Bundefjord*, from the head of which is a pleasant drive to *Dröbak* (Rte. 1), whence there are frequent opportunities for reaching Christiania. Part of a day can agreeably be spent in taking the str. that runs from Peperviken quay to *Sandviken* and *Slebænde*, whence frequent trains to the city (see Rte. 4). Travellers interested in *Yacht* and *Rowing clubs* will be pleased with the progress made in that direction by visiting the establishments close to the Western rly. stat. *Sailing boats* are available at the Custom-house quay, and particularly at the head of Peperviken bay, for the purpose either of *sea-fishing*, or of visiting *Oscarshall* or some of the islands in the fjord. British travellers should make a point of rowing or sailing out to

Hovedöen, an island a short distance S. of Akershus castle, after getting permission to that effect from the Master of the Ordnance (immediately obtained in the castle). Its interest consists in the ruins of a *Monastery*, built by Cistercian monks from Kirkstead, Lincoln, in 1147, and dedicated by them to the Virgin Mary and St. Edmund, the king of E. Anglia, whom the "Danes" put to death by arrows for refusing to abjure the Christian faith. Those monks were the first to plant Christianity in the S. of Norway; and, as a matter of fact, the whole of Norway was first Christianised by English bishops and priests. The Anglican ch. at Christiania has been named after the martyred saint in commemoration of this origin of Christianity in the land of the Vikings. At the Reformation the monastery became secularised, and, falling into decay, its materials were used to repair the castle, which faces it from the mainland. The ruins have been carefully excavated and preserved, and give an excellent idea of the imposing character of the building and of the affluence of its owners when the Bygdö penin. and much other land was held by them.

J. **Excursions by Rail.**—*Sandviken*, *Asker*, *Drammen*, *Kongsberg*, *Tönsberg*, *Sandefjord*, *Laurvik*, and many other places within easy reach, can be visited by the Western line,

while trips can be made to *Moss*, *Sarpsborg* (the *Falls of the Glommen*), *Frederikshald*, and other interesting places by the rly. that runs to Sweden.

(For description and particulars, consult some of the Routes immediately following.)

ROUTE 2.

TO CHRISTIANIA FROM COPENHAGEN OR GOTHENBURG, *viâ* FREDERIKSHALD AND SARPSBORG.

(By rail.)

	Distance	Fare (1st cl.)	Hrs.
	Kil.	Kr.	
Copenhagen to Christiania	650	52.10	22
Gothenburg to Christiania	357	21.90	12

[Frequent strs. between Copenhagen, Gothenburg, and Christiania. Time, in summer, approximately, 23–25 and 13–15 hrs. Fares respectively 28 kr. and 16–18 kr.
N.B.—See also *Introduction*.]

The train enters Norwegian territory at *Kornsjö* stat. Travellers are subjected to Customs examination [1] (no passports), 32 kil. farther, at

Frederikshald ✠ (136 kil. from Christiania). *Buff.* Pop. 12,000. *Brit. Vice-Consul.*

HISTORY.—The town lies prettily on both sides of the *Tista* river, at its mouth in the *Idefjord*. Originally a small shipping place known as *Halden*, it obtained under Frederick III. municipal and other privileges, as well as its present name, as a reward for the sturdy stand made by its citizens (1658–60) against the Swedes. During the reign of that monarch (1648-70), after the cession of Bohus to Sweden, the frontier-fortress of *Frederiksten*, with its detached forts, *Gyldenlöve*, *Overbjerget*, and *Stortaarnet*, was raised (1661–86) on a contiguous perpendicular rock (375 ft.) It is celebrated not only for the numerous sieges it has stood, but as the place where Charles XII. of Sweden was killed. Having failed in carrying Frederikshald when he marched upon Christiania, in 1716, he devoted nearly 2 yrs. to raising another army for the conquest of Norway. General Armfelt, with a division of 7000 men, in Sept. 1718, marched through the mtns. to attack Trondhjem, but abandoned the attempt, and on the retreat nearly his whole force perished in a snowstorm, which literally overwhelmed it. Charles himself moved upon Frederikshald, and directed the operations of the siege.

TOPOGRAPHY. — Many disastrous fires resulted in the reconstruction of the town, partly in brick, and a considerable manufacturing industry has since been developed in it, as well as a trade in timber and paving-stones. The best buildings are those of the *Public schools*. There are 2 *Public gardens*, in one of which is a bust of Peder Colbjörnsen, who, with his brother Hans, repelled the Swedish attack in 1716. A granite *Obelisk* to the brothers and their coadjutor, Peder Normand, stands in the market-place, close to the harbour. The chief attraction is the *Fortress*, although no longer of military importance. No permission is required for inspecting it, which can be done in an hour, there and back. Near the spot (a trench since levelled) where Charles XII. fell (1718) the Swedish army raised in 1860 a handsome pyramidal *Monument*, of Gothic style, in cast-iron. The inscription on it is to the effect that "both in adversity and prosperity he ruled his own destiny, and, unable to flinch, could only fall." Modern Scandinavian historians deny that he was treacherously shot, although there exists an apparently well-authenticated story of a Frenchman, secretary to Charles XII., having fled to one of the Russian Baltic provinces, and of his dying there in great

[1] On the reverse way, luggage is examined at *Mon* stat., fifth from Frederikshald. Travellers proceeding through the night *to* Christiania can elect to have their luggage *searched on arrival*. Swedish time, 18 min. in advance of Norwegian, is kept from Mon, on the way to Gothenburg or Copenhagen. (N.B.—Best view from l. side of carriage from Frederikshald.)

remorse, after confessing that he had shot his royal master in the trenches with a rifled musket, still preserved in a German baronial mansion. The exact spot where Charles XII. fell was discovered in 1892, and is marked by a large *Granite ball*, placed by Gen. Rœder on the old foundations of a marble monument set up by the Danes in lieu of a cross which originally stood there. The marble monument was removed in deference to the susceptibilities of the King of Sweden, and remnants of it will be seen walled in over the arches of the gateways of the fortress. A pleasant view of the town and shipping, &c., will be obtained from the *Battery* (with a flagstaff) to the l., after passing through the entrance-gate. The forts above mentioned lie to the S. and S.E. The *Commandant's park* and the monument are reached by turning to the l. after issuing by the E. gate.

It is best, however, to combine a view of this historical fastness with a drive up the pretty *Tistedal* valley, a couple of hours being more than sufficient for the purpose. The drive should extend to *Veden Gaard*, an old country seat situated on an eminence between *Tistedalen* and *Femsjöen*, a pretty lake (275 ft.) about 4 m. long. It is connected with the *Aspern* and several other elevated lakes by canals, which bring down the masses of timber that will be seen floating in rafts on the deep blue waters of the Femsjö. At the foot of the eminence in question are grouped several large *Saw* and *Cotton mills*, *Ironworks*, *Wood-pulp factories*, &c., worked by the abundant water-power of the falls which give rise to the *Tista* river, the pretty, fertile scenery of which (and especially the picturesque waterfalls) the traveller will have admired on his way up. The S. bank of the river should be taken on the way back, by way of Frederiksten.

A very enjoyable drive may also be taken (in 1½ hr.) past **Berg** rly. stat., and round the large farm of **Torpum**. The historical mansion of *Röd*, on the W. side of the town, in a fine park open to the public, is worth visiting. Its original owner, at the beginning of the present cent., was a wealthy merchant, Statsraad (cabinet minister) C. Tanck, who took an important part in the private deliberations that preceded the union of Norway with Sweden. It now belongs to the ancient Anker family. Prince Christian August took leave of the Frederikshald citizens in this mansion when, as elected Crown Prince of Sweden, he repaired to Stockholm. The words he wrote on the face of a rock in the park have since been cut in: "C. A. The friend of Norway."

Id Church is also worthy of being the object of a drive (6 kil.) The road passes over the *Store* (great) *Ideslette* (plain), which is thickly dotted with prosperous-looking farms.

Before the rly. was built, travellers in this part of the country made use, on a journey into Sweden, of the *Frederikshald Canal*, the longest in Norway, and offering picturesque views of woodland, streams, and lakes. Numerous locks, alongside of waterfalls, also render the tour almost as enchanting as that along the Göteborg canal, minus the Trollhättan, which no traveller from Gothenburg will fail to visit (see *Handbook for Sweden*). A small str. ascends and descends the Frederikshald canal 3 times a week from *Tistedal* rly. stat. to *Skulerud*. If it be desired to return to Frederikshald, or to proceed to Christiania by rail, the canal can be left at *Örje* or some other neighbouring stopping-place, where a night's lodging is procurable, and the *chaussée* taken (18 kil.) to *Mysen* stat., on the E. side of the loop or parallel line of the *Smaalens* rly. Travellers continuing the canal route to *Rödenæs* ch. or *Skulerud* can reach *Öieren* lake by a good road and take the str. from *Sandstangen* to *Lillestrøm*, whence the run by rail to Christiania is short. This excursion can be much, and pleasurably, varied; but the comparatively small number of travellers

who will undertake it must be referred to local help and information. The district is but little known to tourists, and is well worth exploring.

There are opportunities several times a week from Frederikshald (and daily from Christiania) for visiting by str. the pretty wooded *Hvalberne* archipelago, washed on the S. by the waters of the *Skagerak*. Excellent *sea-fishing* to be obtained and tolerable lodgings.

[Strs. ply daily (7–10 hrs.) between Frederikshald and Christiania.]

Beyond Frederikshald the train ascends from the level of the fjord and passes through short tunnels and a smiling landscape. Before reaching **Skjeberg** stat. a level run opens out a glimpse of the head of the *Singlefjord*, and on the l. will be seen *Ingedal church*. Then, leaving *Skjeberg church* to the rt., the train crosses a bridge over the *Sarpsfos* (*Falls of the Glommen* river) and runs into

Sarpsborg * (109 kil.) *Buff.* On rt. bank of Glommen; junction of loop line.

HISTORY, &C.—The town (pop. 2975) dates from the 11th cent., its ancient fortifications—*St. Olaf's Vold*, or Wall, being still plainly traceable. Destroyed by the Swedes 1687, it was rebuilt 1839, after the site had been purchased with the Borregaard estate by Sir J. H. Pelly, Bart., Governor of the Bank of England, the Storthing having given permission to that effect. The estate was subsequently long in the hands of Messrs. Sewell Bros. and Percy Godman, but is now owned, together with *Borregaard* house, a fine old structure close to the town, by the English "Partington Paper-mill Co." In 1702 the more ancient outbuildings of *Borregaard* were undermined by the Glommen, into which they sank, together with 14 of the inmates and about 200 head of cattle. Another English company has had a similar experience, while completing the construction of a huge milk-condensing factory, a little farther down the river, and now removed to a more solid foundation. A short line (2½ kil.) runs to Borregaard.

The trade of the place in timber (still shipped at *Sannesund*, 2 kil. lower down) has been in great part absorbed by the merchants of Frederikstad, and the only interest to travellers now consists in the

Sarpsfos. The finest views of this splendid fall, about 1 m. above the town, are from a pavilion attached to the now decayed mansion of *Hafslund*. Its height is about 65 ft. The principal of the 2 branches of the majestic *Glommen* is much contracted immediately before it arrives at the fall. On the brink a projecting mass of granite divides the stream, which falls almost vertically and unbroken. The body of water is very great when the river is full, and there are large masses of granite through and over which the foaming water rushes for a short distance, and then flows gently onwards to the sea. The numerous saw-mills and buildings close to the fall on both sides detract from the picturesque grandeur of this Schaffhausen of the North. The volume of water may be judged from the fact that in summer, upon the brink of the fall, the stream measures nearly 120 ft. in width, the deepest part being over 25 ft.; while in spring, after the melting of the snow, the breadth is increased by as much as 30 ft.

The Glommen is the largest river in Scandinavia. It rises in the *Vigelnip* tarn in the prefect. of S. Trondhjem, S. of Röros (see Rte. 14). It receives the waters of many minor rivers and attains a total length of nearly 600 kil.

Leaving Sarpsborg, the train passes the *Glengshol*, a bend of the Glommen, the old *Ch.* of *Tune* (rt.), and the port of *Sannesund*, the highest point to which the river is navigable by large vessels. Beyond *Greaker* stat., a thickly populated district is passed while still skirting the river bank, until the train reaches

Frederikstad * (94 kil.) *Buff. Brit. Vice-Consul.* Pop. 12,500. Originally a place of trade, and later a fortress at the E. mouth of the Glommen, the town was founded by Frederick II., 1570, in the place of Sarpsborg, destroyed during the Seven Years' War. The river, crossed by a steam-ferry, divides it into E. Frede-

rikstad, which includes the fortifications (the outlying forts having no longer any military importance), and W. Frederikstad, on Rolfsöen (island). It is now an important timber-shipping place, with a considerable mercantile fleet belonging to it, and many steam *Saw* and *Planing mills*, *Brick-works*, &c. A trip up the river is recommended for a view of the industrial activity of the town. The *Theatre*, *Rly. Stat.*, *Art Association*, *Park*, &c., are on the W. side of the river.

[Daily communication by local str., not only with Christiania (about 7 hrs.), but also with the neighbouring HANKÖ BATHS* (about 1 hr.), a much frequented and very healthful resort in summer.]

After passing W. *Frederikstad* and *Glemminge* chs., the train enters a tunnel, after which views open of the W. embouchure of the Glommen, with large *Planing-mills* on its banks. The *Kjölberg-elv*, spanned by a bridge, is crossed after leaving the *Rolfsö* lake. To the rt., near the river bank, stands the old *Kjölberg* mansion. The bridge of the same name is celebrated in the annals of the war of 1814.

Onsö (87 kil.), and 3 other small stats. are not stopped at by the express train, which continues to run through scenery alternately hilly, flat, and wooded, until it draws up at

Moss * (60 kil.) *Buff. Brit. Vice-Consul.* Pop. 8000. It was here that (Aug. 14, 1814) Prince Christian Frederick signed the Convention which led to the union of Norway with Sweden on Nov. 4 following. Of ancient origin as a mart, and situated at the mouth of the *Mosse-elv* (rising in the *Vansjö*), in the *Mossesund*, the town has considerable water-power for driving the large *Flour* and *Wood-pulp mills* and the machinery of other *industrial establishments* that will be seen. The meats, game, fish, &c., of the "Moss Preserving Co." are of great excellence and repute. There is also a considerable trade in timber, corn, &c. Local strs. pass through a canal on their way S. or *vice versâ*,

[Daily strs. to Christiania and across the fjord to *Horten* naval stat., &c.]

Crossing the *Mosse-elv*, the train soon has, on the l., the *Mossesund*, an arm of the vast Christiania fjord, here visible. The landscape assumes a tame character, which is preserved until the vicinity of the capital is reached.

Vestby stat. (39 kil.) is next arrived at. N. of it is a *Ch.* and *Manse* of that name, and a small lake on the l. Through an undulating country the express proceeds (without stopping) to

Aas stat. (32 kil.) Not far from it, on the road to *Dröbak* (13 kil.; see Rte. 1), is a large Government *Agricultural school* and *Model farm*, with *Aas* ch. close by, but not visible from the rly. The loop line of which mention has been made unites at

Ski stat. (24 kil.) *Buff.* Only a few farms break the monotony of the forest from this point until a splendid viaduct over the *Lionja-dal* gives a charming view both of the valley below and of the *Bundefjord* in the distance.

Oppegaard (18 kil.) and **Ljan** (8 kil.) having been passed, attention is drawn to the stat. at

Bækkelaget (4 kil.), where, however, the express does not stop. Numerous pretty villas will be seen on the mainland as well as on the islands opposite, one of which—*Ormö*—is connected by a bridge. Above, on the rt., is the *Egeberg Hill* (see Rte. 1, "Drives," &c.) Below are numerous bathing-houses and the landing-stages of the Christiania strs. plying to the islands and to places in the *Bundefjord* (6 kil. long), an offshoot of the Christiania fjord. This is also the stat. for the *Nordstrand Sea-bathing Establishment* and *Restaurant*, to which an enjoyable trip can be made later from the city, either by rail or str.

In a very few minutes the charmingly situated capital of Norway, with its busy harbour, well-grouped buildings, and its semicircular background of lofty wood-clad hills, opens to the

view as the train runs along the road that has been cut for it in the face of the rocky base of Egeberg Hill, and soon deposits its passengers at

CHRISTIANIA. ✻ (See Rte. 1.)

ROUTE 3.

STOCKHOLM TO CHRISTIANIA, *vid* CHARLOTTENBERG AND KONGSVINGER.

(By rail.)

[Distance, 575 kil.; fare (1st cl.), 48.50 kr.; time, about 25 hrs. Express through trains in summer in 17½ hrs. In winter the train stops at night for 4 hrs. at Charlottenberg when going S. and at *Laxå* in the reverse direction. (Consult time-tables.)

Str. once a week in about 4 days; fare, 40 kr.]

After leaving **Charlottenberg** (432 kil. from Stockholm), where carriages are changed (*Buff.*), the Norwegian frontier is crossed near **Magnor** stat. (133 kil. from Christiania). [Luggage examined at Kongsvinger or Christiania.] One of the stone heaps marking the boundary with Sweden will be seen to the l. of the line, a short distance from Charlottenberg. The next stats. are

Skotterud (127 kil.)

Eidskog (122 kil.)

Aabogen (112 kil.)

Following the bank of the Glommen, part of the waters of which find their way hence into Sweden by the valleys of the *Vrangs-elv*, the train next runs along the bank of the great *Vingersjöen*, or basin, regulating the floods of the Glommen, the valley of which is then left until the train draws up at

Kongsvinger (100 kil.) *Buff.*

This small town (pop. 1300), situated on the Glommen, received municipal privileges in 1854, and has a Custom-house on account of its proximity to the Swedish frontier, over which Norwegian goods (and *vice versâ*) pass under a special inter-state tariff. It is connected by a long bridge with the stat.

The *Fortress* on the height (800 ft.) was built in the middle of the 17th cent., and once formed an important link in the chain of fortifications by which the passage of the river was defended before the union with Sweden. It remains in charge of a commandant. There is a fine view from it. In the neighbourhood, at *Vinger*, and in N. and S. *Odalen*, are *Saw*, *Planing*, and *Flour mills*, and several other industrial establishments.

[A rly. (*Solör* line) is in construction northwards to *Floberg*, on the *Flisen* river.]

From Kongsvinger the line turns off to the N.W., and soon passes 2 small stats., over bridges thrown across the Glommen. It takes an almost direct southerly direction at

Skarnæs stat. (79 kil.), in Hedemarken prefect., and then makes a further southerly decline towards

Sæterstöen stat. (67 kil.) Still with the Glommen on the rt., the train generally draws up at

Aarnæs stat. (58 kil.) *Buff.* The stat. beyond is

Haga (49 kil.) After

Blakjer stat. (42 kil.), near which is a now abandoned earthwork, thrown up in 1683, the train passes over an iron bridge (1510 ft.) that spans the Glommen, which, a little beyond

Fetsund stat. (29 kil.), falls into the long (94 kil.) *Öieren* lake before continuing its course again as a river to Sarpsborg (see Rte. 2). Turning N.W. from the head of that lake, the train runs on to

Lilleströn (21 kil.) *Buff.* Junction with the Trunk rly. between Christiania and Trondhjem. See Rte. 14 for description and remainder of journey to

CHRISTIANIA. ✻ (See Rte. 1.)

ROUTE 4.

CHRISTIANIA TO SKIEN, *viâ* DRAMMEN, HOLMESTRAND, TÖNSBERG, SANDEFJORD, LAURVIK, AND PORSGRUND, WITH BRANCH TO HORTEN.

(By rail.)

	Distance Kil.	Fare 2nd cl.[1] Kr.	Hrs.[2]
Christiania to Drammen .	53	2.90	2
„ „ Holmestrand	86	4.40	3
„ „ Tönsberg .	115	5.70	4
„ „ Sandefjord .	139	6.80	5
„ „ Laurvik .	158	7.60	5½
„ „ Porsgrund .	195	9.30	7¼
„ „ Skien . .	204	9.70	7¾
„ „ Horten .	107	5.30	4

[Nightly mail steamship service to Laurvik in 7½ hrs.—fare, 6.80 kr. (see Rte. 15)—and several other strs. run to the places above-mentioned. (Consult time-tables and hotel porter.)

The journey to Skien will be undertaken by travellers who intend to visit Telemarken, or to proceed towards fjords on the W. coast. The trains start from the Western rly. (*Vest Jernbane*) stat., at the head of *Pipervik* bay. Owing to the narrowness of the gauge, the carriages are small and "stuffy": in summer from the heat, and in winter from the objections made by native passengers to the opening of a window. A relatively commodious saloon carriage is, however, attached to the train and seats (l. hand) should be secured in it.

Soon emerging on the *Frognerkilen* (inlet of the fjord), which it skirts, affording a fine view of *Oscarshall* and the *Bygdö* penin. across the water, the train reaches

[1] No 1st class on this line.
[2] By express, approximately.

Bygdö (3 kil.) This is the stat. at which passengers alight for a walk over the penin. (see Rte. 1, "Drives," &c.) Pretty landscape to

Lysaker stat. (6 kil.), approached by a bridge over a small river of the same name. Several *Factories* here. Two stats. beyond is

Sandviken (13 kil.) *Buff.*; but express does not stop. This is a favourite place for an excursion in summer or winter, either driving or by rail. An excellent *Restaurant* close to the stat. Carriages and posting-horses procurable for the "Drive to Sundvolden" (Rte. 1). Crossing an iron bridge over a river with wooded banks (strictly preserved for trout), the train ascends through pretty scenery (including a peep, at *Slæbende*, of the charmingly situated *Jusistad House* and *Park*, well adapted for the residence of an English family), and, passing several cuttings and a short tunnel, draws up, in about 40 min. from the city, at

Hvalstad stat. (20 kil.), 220 ft., whence a charming view of Christiania in the distance will be obtained. Within 5 min. walk is a large *Sanatorium* and *Hotel*, on an eminence between the stat. and *Skougumgaard*, about 330 ft. above sea-level. Surrounded by pine-woods, it nevertheless offers an enchanting view of the Christiania fjord and its islands, as far as Drøbak. The situation is highly salubrious, and the sanatorium so well managed that travellers in search of health and repose can advantageously pass some time there at very moderate expense.

The bluff (*Skougumsaasen*) that frowns down upon the sanatorium is about 1150 ft. high, and therefore affords a more splendid prospect than the one just mentioned. It can be ascended (in 3 or 4 hrs. both ways), with some scrambling, from the E., and is often the object of an excursion from Christiania and Sandviken. From the latter point, a road leads close by the old *Ch.* of *Tanum*. The more enticing ascent is, however, from Skougumgaard, equally access-

ible either from Hvalstad or from the next stat. of

Asker (23 kil.), 340 ft. On the rt. will be seen *Vardekollen*, a granitic mass rising to about 1150 ft. Many small roads lead hence to romantic spots. The one leading to *Konglungen* affords the possibility of reaching Christiania or Dröbak by a local str. An altitude of 380 ft. is attained at

Röken stat. (34 kil.), but the highest point of the line is reached at

Spikestad stat. (37 kil.), 462 ft. On emerging from the second tunnel after the stat. a picturesque panorama of the *Lier-dal* is obtained, and soon after, when winding along the precipitous hillside, the *Fjord* of *Drammen*, the town itself, and a wide expanse of fertile, well-cultivated land burst into view, to the l. By the time the train has reached *Lier* stat. (46 kil.) the altitude has fallen to 75 ft. above sea-level.

The train then runs along the bottom of the Lier valley, and passes through

Bragerön stat. (151 kil.) in an outlying part of Drammen. Crossing by a wooden bridge a broad branch of the *Drammen* river, to the island of *Holmen* (only a place of execution in olden days), through its busy timberyards, and thence curving by another bridge over a parallel branch of the river, and affording to the traveller striking panoramic views of the fjord, the river (about 3300 ft. broad where crossed by the rly.), and the town, the train draws up at

Drammen * (53 kil.) Good *Buff.* Time for light refreshments. *Brit. Vice-Consul.*

[Junction with rlys. to *Kongsberg*, *Hönefos* (*Ringerike*), and *Randsfjord*. (See Rtes. 6 and 7.)]

[Strs. daily to Christiania, Svelvig, Holmestrand, and Horten; weekly to Grangemouth; and occasionally to London and Hull. Also a posting-road (33 kil.) to the shore of the Christiania fjord, opposite Dröbak, reached in a ferry-boat.]

HISTORY.—Drammen has no ancient history, for even the date and the circumstances of the peopling of the mouth of the great Drammen river are unknown. In the middle of the 16th cent., however, it was the most frequented harbour in Norway, having been annually visited then by more than 50 vessels from Holland, N. Germany, and Hamburg. The first ch. was built in 1620 at *Bragernæs*, the citizens of which were inscribed as burghers of Christiania, after the foundation of that city in 1624. In 1632 and 1636 those burghers were ordered to remove to the city within a period of 3 months, with a view to its being peopled. Nevertheless, the edict being much opposed and evaded, Bragernæs became already in 1656 a celebrated port of shipment. Its incorporation with Christiania was replaced in 1800 by independent municipal privileges, extended to the 2 previously distinct communes of Bragernæs and Stromsö, and Tangen. The Swedes were in occupation of the port in 1716, which then began to be called Drammen, and its trade (principally in timber) and its shipping suffered much from the invasion of Charles XII. (1716 and 1718) and from Swedish privateers. From such small and precarious beginnings the port (now open in the coldest weather, thanks to an ice-breaking str.) *exported* in 1890 nearly 200,000 tons of goods (more than half timber, the remainder consisting of wood-pulp, ice, &c.), shipped in 764 vessels (aggregate tonnage 251,326). The *imports*, on the other hand, were only 38,340 tons of coal and a small quantity of iron and machinery. The shipping belonging to the port rivals that of Christiania and Arendal. This is also a place of considerable industrial activity, especially on the banks of the river, above the town.

TOPOGRAPHY.—This thriving town of 23,680 inhabitants (almost entirely rebuilt after fires in 1866 and 1870) is beautifully and even grandly situated between the wooded heights of *Bragernæsaasen* and the estuary of the noble Drammen river, at its junction with a fjord connected with that of Christiania. It is composed of the 3 ancient settlements of *Bragernæs*, lining the N.E., and *Stromsö* and *Tangen* the S.W. bank of the river.

A long bridge close to the rly. stat. connects the Stromsö quarter with that of Bragernæs. It is the favourite promenade of the citizens, who there enjoy not only the cool breeze that comes down the valley, but also a view of the *Blefjeld* (4494 ft.) in Telemarken. Bragernæs is the most important part of the city, and where its principal buildings are grouped. In a handsome wide square is the *Bragernæstorv* (market place). On the rt. of this is the *Ex-*

change, and at the upper end the *Town hall* and *Court house*. Beyond these buildings the *Kirke* st. terminates at the pretty Gothic *Bragernæs* ch., completed in 1871 by Nordgren. Its altar-piece (the "Resurrection") is by *Tidemand*, and the sculptured Angel over the font is by *Borch*. (Interior shown by the sacristan, who lives in a house opposite.) To the rt. of the ch. a road leads to the *Brandpost* (fire stat.), from which a view superior to any other is obtained of the city and its beautiful surroundings. Ardent explorers can reach hence, in less than an hour, the *Kloptjærn*, a lake that supplies the city with water. (Refreshments obtainable in a cottage close by.) From *Prinds Oscar's Udsigt* (view), an ascent of 5 min. more, a good panorama of the *Lierdal*, &c., is obtained. They should also take the zigzag road that ascends from the back of Bragernæs ch. to Bragernæsaasen (bluff) (¾ hr.) Both the *Blefjeld* and the *Jonsknuten* (2985 ft.) are included in the extensive view from this eminence. The *Oscarsstien promentade* in the same locality cannot fail to be admired. To the l. from Bragernæs market place is the prettily laid-out *Town park*.

[*Fishing.*—Considerable quantities of *salmon* are netted in the Drammen fjord, and anglers may possibly meet with success in June, the river being an early one.]

After leaving Drammen the train ascends, at a gradient of 1 in 80, the *Kobberviksdal*, the highest point of which (262 ft.) is reached at

Gundesö stat. (62 kil.) A short stoppage is made at the next stat. of

Skouger (63 kil.), whence the descent becomes rapid, for

Galleberg stat. (69 kil.) is 115 ft., and that of

Sande (73 kil.) only 52 ft. above sea-level. Running past the *Ch.* of that name, the train emerges on the *Sandebugt*, an inlet of the Christiania fjord (fine view), the shore of which is then followed to

Holmestrand ✻ (86 kil.) *Buff.* A very prettily situated, much frequented *sea-bathing* place (pop. 2360) at the base of an almost perpendicular cliff of porphyry. The bathing season is between June 15 and Sept. 1. [Cold and hot salt-water and *Gytje* baths—mud of decomposed shell-fish and seaweed, effectual in cases of rheumatism.] Visitors will obtain a beautiful view from the top of *Solumsaasen*, 3 kil. from the town (incorporated 1744). Good *sea-fishing*.

After a short run the fjord is left, near **Nykirke** stat. (96 kil.), after which the train stops at

Skopum (100 kil.) *Buff.* The lake to the l. is called *Borrevand*. Junction here with rly. to *Horten*.

[Branch line to **Horten** (7 kil.)]

Horten. ✻ Pop. 6800. This is the chief stat. of the Norwegian navy, the ships of which are moored in a capacious inner harbour, safely enclosed by the islands of *Lövöen* (with *ruins* of *St. Halvard's ch.* on the S.W.), *Mellemöen*, and *Östöen*. Its entrance is defended by a *Fort* on *Vealös* island, and a small *Citadel* on *Kyllinghoved* protects the *Building-sheds* and *Engine-factories*, which are on the E. side of the harbour, together with the *Dock*, *Naval museum*, *Church*, *Barracks*, &c. On the W. side of the town, which is unpaved and uninviting, is the large, thickly wooded *Keisermark* property. To the N.W. is the extensive and ancient estate of Falkenstein. A charming walk, mostly through forest, can be taken in a S. direction to *Aasgaardstrand* (pop. 400), a pretty bathing-place on the fjord, past *Borre ch.*, near which, in a wood close to the shore, *Tumuli* of the *Saga* age can be seen. [Strs. run daily between Christiania, Horten, and Aasgaardstrand; also from and to Horten and *Moss*, on the opposite side of this narrow part of the fjord. (See Rte. 2.)]

CONTINUATION OF JOURNEY TO SKIEN.

Two stats. beyond Holmestrand, at the second of which,

Barkaker (109 kil.), will be seen (to the rt.) the *Mansion* and *Parks* of the noble *Wedel-Jarlsberg* family, to which belongs a very considerable part of the fertile district now being passed by the traveller. Close to the mansion is *Sem ch.*, in which Harald Gille (1130) performed the penance of carrying hot iron. The *Mortuary chapel* of the Wedel family, with an *Altar-piece* by *Eckersberg* (Norwegian painter), stands behind the ch. The train is now shunted back through a tunnel to

Tönsberg * (115 kil.) *Buff. Brit. Cons. Agent.* [Strs. daily to and from *Christiania*; twice a week to *Skien* and *Frederikshald*; and weekly to *Grangemouth*. The canal, in course of construction, will enable all the Norwegian coasting strs. to call at Tönsberg.]

HISTORY.—This is the oldest town (7250 inhabitants) in the kingdom, since it dates from the 8th cent., and was a populous place in the days of Harald Haarfager (860–933). In the reign of "Saint" Olaf (1015–1030) trade flourished at Tönsberg, then visited, at the annual fair, by numerous Saxon and Danish merchants, whom the king delighted to meet. In much later days German merchants, from Rostock, &c., monopolised the trade. It was at Tönsberg that St. Olaf received the envoys of King Canute, who demanded, as a condition of his retention of the kingship over the S. part of Norway, that he should pay tribute to England. His reply was that he would defend his patrimony to the uttermost rather than submit to the suzerainty of Canute. Notwithstanding much internecine warfare, the city was wealthy and important in the reign of Magnus Erlingsön (1161–1177), who defeated the "Birch-legs." Haakon Haakonsön (1217–1263) held his court frequently here. Haakon V. Magnusön confirmed the municipal privileges of Tönsberg in 1318. Its prosperity was maintained until the 16th cent., when (1536) it was burnt down, with its cloisters and chs., by the Swedes. In 1559, however, Frederick II. of Denmark granted a new charter, confirmed 1596 and extended 1653. The special privileges of the citizens were withdrawn in 1662. Their prosperity consequently decreased, and in 1673 the province and city of Tönsberg were incorporated in the earldom of Griffenfeld created by Christian V. After the fall of the first earl (a man of learning), the old mansion of Sæihem (then "Griffenfeld's gaard") was bestowed, with the earldom (excluding the town), on Ulric F. Gyldenlöve, who sold it (1683) to Baron Wedel, created (1684) Earl of Jarlsberg, and whose lineal descendant still holds the property, as well as the title, which, however, under the Norwegian constitution, dies with him.

TRADE.—A large amount of shipping, principally sailing vessels, is owned at Tönsberg, which is the centre of the Norwegian whaling and sealing industries in the Arctic Ocean. In 1890, 25 strs. (6343 tons) brought home the product of 50,000 seals, 50 polar bears, and nearly 900 bottle-nose whales, while the whaling strs., owned chiefly by Mr. Svend Foyn, prince of Norwegian whalers, took on the coast of Finmarken 627 whales. Seven whaling strs. from Tönsberg caught on the coast of Iceland (with harpoons fired from guns) nearly 200 similar monsters of the deep, 7 being of the large and now rare "N. Cape" species. Nearly 2000 bottle-nose whales were taken in the same year by a fleet of 39 small sailing vessels and strs. The sealskins are exported exclusively to London, where they fetch, before being dressed, 5*s.* 6*d.* each. Other produce of the fisheries is sent to Germany and France as well as to Great Britain. The imports are mostly confined to coal and salt.

TOPOGRAPHY.—After fires in 1822, 1839, and 1842, the town lost much of its ancient aspect, and was in great part reconstructed with regularity. It has only one *Ch.*, built 1857, the *Town hall* now standing on the site of a ch. of the 11th cent., demolished 1862. In a *Cemetery* a short distance from the centre of the town some old *Tombstones* (17th cent.) have been set up against the wall for their preservation and exhibition.

All visitors are recommended to walk to the top of the *Slotsfjeld*, a precipitous rock (200 ft.) accessible only from the N. and S. This is the site of the old *Tönsberghus castle*, one of the strongest fortresses in Norway during the middle ages. The rock was first fortified in the 12th cent., and played an important part in the internecine wars of the next cent., when it was encircled by a wall. In 1877–78 the *Ruins* were cleared and the foundations, both of Magnus Lagaböter's (1263) brick *Castle* and of the equally ancient *Ch.* of St. Michael, laid bare. In 1888 a granite *Tower* (60 ft.) was erected to commemorate

the historical interest of the spot, and to afford the citizens, as well as visitors, a magnificent view of the surrounding country. [A small fee payable.] Some *Mounds* in the vicinity are reputed to cover the remains of the older kings of the S. of Norway.

A *drive* (11 kil.) to *Vrængen sound*, where, in *Kjöbmands-skjær* harbour, the Arctic whalers, &c., are laid up in winter, is of interest. They are manned by seamen who live chiefly on *Nöterö* and *Tjömö* islands. A swinging bridge, connecting the island first mentioned with the mainland, crosses the canal, which is to be replaced by one of greater depth and breadth. Many of the cottages of the seamen are patterns of cheerful neatness.

There is an excellent *Sanatorium* (sea-bathing) at **Ormelet**, *Tjömö* ✻ *island* (June 1–Sept. 1), and very good *sea-fishing*, with boats for hire. Local strs. run to Ormelet.

The small town of **Vallö**, with an old battery, is about 7 kil. by road from Tönsberg. At *Narveröd* (6 kil. from Tönsberg) is another large and comfortable *Sanatorium* amidst pine-woods, through which are many pretty walks. *Sea-fishing* good. S.E. of Tjömö will be seen the *Lille Færder light-house* (see Rte. 1), marking the entrance to the Christiania fjord.

Returning to the main line, and leaving the Jarlsberg mansion to the rt., the train proceeds to

Sem stat. (121 kil.), and, after passing, on ground more or less level, the stat. of

Stokke (128 kil.), runs through

Raastad stat. (135 kil.) To the l. of it is *Gokstad*, where the Viking ship exhibited at Christiania (Rte. 1) was dug out in 1880. In a few minutes the train draws up at

Sandefjord ✻ (139 kil.) *Buff.* Pop. 4250. On fjord of same name. This is a fashionable *watering-place* between June 1 and Sept. 1, the waters being sulphurous, saline, and chalybeate. *Giants' cauldrons* occur near *Aasen* and in *Vindalsbugt*, to which access is by boat. Upright *Monumental stones* of great antiquity are also found in the vicinity, the country between this and Tönsberg being, in fact, of deep historical interest.

[Steam communication with Christiania, Laurvik, &c.]

After passing the second small stat. beyond, through scenery more or less tame, until, at *Tjödling* stat. (149 kil.), a view of the *Laurvik fjord* is obtained, the *Laagen* river is crossed by a bridge (550 ft. long); and, after a momentary run through 2 tunnels, the traveller alights at

Laurvik ✻ (158 kil.) *Buff. Brit. Vice-Consul.*

[*Steam communication* daily with all coast towns E. and W.; passengers by Copenhagen str. landed at Horten (see above) for Laurvik. Weekly communication from Copenhagen *vid* Frederikshavn, whence only 10 hrs. direct to Laurvik. Strs. on Hamburg route also touch here. Two of the "Östlandske Lloyd's" comfortable strs. leave alternately every Fri. night, winter and summer, for Tyne Dock, Newcastle, after the arrival of the express from Christiania. Direct str. to Antwerp every Thurs. night after arrival of express from Christiania. The Swedish W. coast *rly. lines* and Copenhagen accessible *vid* Horten, Moss, Frederikshald (Rte. 2). (Consult time-tables.)]

TOPOGRAPHY, &c.—This picturesque town, enfranchised 1671 (pop. about 12,000), lies in crescent form at the head of a small bay formed by the Skagerak, from which it rises somewhat steeply towards the wooded heights that form a verdant amphitheatre on the N. There is nothing to see in the town itself, but a walk in *Storgade* and the neighbourhood of the *Ch.* affords a beautiful view. At the E. end is the old wooden mansion of the Earls of Laurvik, now used as a *School*. In the face of a rock (to the l.) are inscriptions recording visitations of the town by Christian V. and his successors. At the other extremity, on a height, is *Fritzöehus*, the noble residence of the Treschow family, of Danish descent, whose remote ancestors may have given the name of

"Tresco" to the well-known Scilly[1] island.

Much of the landed property that once belonged to the old earldom is in the hands of that family. The view from the mansion and its beautiful grounds is fine. [Admission on application to the steward of the estate.] Large *Factories* will be seen at the mouth of the *Farris-elv*, ascending the rt. bank of which the picturesque *Farris-vand* (lake) will be reached. Between these points is situated "Laurviks Pride," the *Beech-wood* (entered from the W.) of about 60 acres, in which citizens and visitors delight to wander, the plantation itself and the views from it being delightful. The greatest attraction, however, to Laurvik is its splendid *Hydropathic establishment*, * much frequented (from June 1) by aliens as well as natives for the efficacy of its waters, and of its other curative processes in cases of *gout*, *rheumatism*, *chronic catarrh*, *nervous affections*, *poverty of blood*, *skin diseases*, &c. The principal establishment and its hotel are situated at a short distance from the town, alongside the beech-wood, of which the hotel park is a continuation, about 9 acres of it consisting of beech-trees, the other 6 acres being planted with a variety of other trees and bushes, and adorned with flower-beds and grass-plots, with beautiful walks on roads and paths that dry immediately after rain. In this part of the park is the *Kurhotel*, a brick building in Italian Renaissance style, with 2 dining-rooms and spacious verandahs affording beautiful views. The *Bade og Societetshus* ("Pump-rooms") is a large wooden building in Norwegian style, with every variety of hydropathic appliance, reading, dancing, and billiard rooms, &c. A band plays outside twice a day. The warm *sea*, *sulphurous*, and *marine-mud baths* are in a pretty wooden building at the head of the bay, close to the rly. stat. This is the only establishment in the N. which commands a really pure geological *sulphur spring*. A *ferruginous spring*, in the hill near the old mansion above mentioned, is likewise utilised by the establishment, the waters from both springs being carried twice a day to the park pump-room. (For terms, vide *Index*.)

Excursions.—Many pleasant excursions can be made hence by str., carriage, and rail. The *Farris* lake, 20 kil. in length, on which a str. runs daily, should be seen. At its upper end is the pretty wooded mountainous district of *Slemdal*. A beautiful lake (*Laksjö*) with *Waterfalls*, and a charming *Shooting-box*, belonging to Mr. Treschow, can be reached from the steamboat-pier at the end of the Farris, on foot or horseback. (Distance only a few kil.) A str. runs daily to *Fredriksværn*, 6 kil. distant (see Rte. 15). Many other trips and walks will be indicated at the Bath hotel.

Fishing.—The *sea-fishing* outside the bay is very good. *Trout*-fishing in the short Farris river is preserved by the owner of Fritzöehus. Mention will be found under "Sport" of the *salmon*-fishing in the Laagen (Logen) river, which, after rising in the *Nordmands-Laagen* lake in the *Hardanger* mtn. moorlands, and running through *Numedal* and past *Kongsberg*, falls into the sea at the E. end of Laurvik. A few days' fishing obtainable with local assistance. Two tolerably good pools at *Hanevold* (37 kil.) are occasionally available. A *drive* to the latter point (4 hrs.) along the bank of the river is in any case recommended.

Leaving Laurvik, the line takes a N.W. direction, along the Farris river and the W. side of Lake Farris, on the face of the rocks, blasted for that purpose. Several short tunnels are passed before and after the lake is crossed, the views between being very striking. Beyond the seventh tunnel will be seen (rt.) the great *Bjornöen* (island). The first stat. is

Tjose (169 kil.) Passing a *Ch.*, and still running along the Farris lake,

[1] Even the name of "Scilly" is apparently derived from the Danish word *skille*, or "separated" (from the mainland) islands.

through scenery of the most picturesque description, the train proceeds to

Aaklungen stat. (182 kil.), whence it takes a S. direction, and, skirting a small lake, reaches

Birkedalen stat. (188 kil.), alt. 236 ft. The line then runs between 2 small lakes, a wood, and several cuttings, to

Eidanger stat. (192 kil.), prettily situated and surrounded by forest. There is an *hotel* in the neighbourhood, facing a small fjord, which is about 5 kil. off. Good *bathing* here and many *villas*. A short run hence, through wooded scenery, brings the traveller to

Porsgrund ✻ (195 kil.) *Buff. Brit. Vice-Consul.*

This town (pop. 4000), dating from 1807, straggles for some distance along both banks (now bridged) of the rapid *Skien* river, from near its outlet in the *Frierfjord*. It is a place of considerable *trade* in timber and ice, and much shipping belongs to it. It boasts of the only *Porcelain manufactory* in Norway. It has several other *industrial establishments*, including *Creosote-works*. *Vold*, a large estate, consisting of fine pine-woods and numerous lakes, at the head of a small picturesque fjord running out of the Frier-fjord, is owned by Mr. Croft, an Englishman. Local str. to Vold and also to *Langesund* (Rte. 15). Following the l. bank of the river, on which a large old wooden mansion of the Danish period will be noticed, the train, after passing a remarkable subsidence of the river bank at *Graaten* and the site of the *Giemsö* Benedictine *Cloister* (12th–16th cent.), reaches its terminus at

Skien ✻ (204 kil.) *Buff. Brit. Vice-Consul* resides at Porsgrund.

[*Steam communication* with Christiania, Brevig, Langesund, &c. (See time-tables.)]

Topography, &c.—As one of the oldest (1364) municipal towns in the kingdom, and as the starting-point of a journey through the grand district of *Telemarken*, of which it may be called the capital, Skien (pop. 9000) is a place of importance, increased by the great development in modern times of its industrial activity. Its huge *Wood-pulp* and *Saw mills*, &c., driven by the stupendous water-power of the Telemarken lakes, discharged here, after forming 2 great waterfalls—the *Klosterfos* and the *Damfos*—into the Skien river, attest its commercial activity, which naturally includes a considerable export trade with foreign countries. After a fire in 1886 which laid nearly the whole town in ashes, including its old wooden ch., reconstruction in brick, on a plan of regularity, has improved the previous appearance of the place. The *Shops* are well provided with stores of every kind for the use of travellers proceeding inland. In the neighbourhood lies *Fossum*, a fine and extensive estate of the noble (originally Danish) Lövenskjold family.

There is a *Tourist Association* at Skien.

For a striking view of the environs of Skien, travellers should ascend, by the flight of wooden steps at the back of the rly. stat., the steep *Bratsberg* cliff. On the summit, to the l., are the *Ruins* of a chapel of the 12th cent., with a crypt in preservation. The geographical district (*Bratsberg*) has been named after the *Bratsberg-gaard* in the immediate neighbourhood.

ROUTE 5.

SKIEN TO ODDE (HARDANGER) AND BERGEN, *viâ* TELEMARKEN.

[*Strs.* leave Skien daily for *Ulefos* and their terminus at the head of the *Bandak* lake in Telemarken,[1] one of the grandest land districts in Norway. Strs. ascending direct from the fjord are raised by means of locks to the *Gjellevand* at Skien (14 ft. above sea-level), whence local strs. start for the Telemarken lakes, on which the scenery is very grand. This journey can be done with ease in 4½ dys. The snow and cold should deter travellers from taking this route (over the high *Haukelî* fjeld[2]) before the first days in July and after the middle of Sept., unless partial sledging be an attraction.]

Ascending the Skien river, and passing, with a total rise of 34 ft., through the 4 locks[3] of the *Löveid canal*, cut out of the solid rock (1861), the str. reaches in about 1 hr. the *Nordsjö lake*, 48 ft. above sea-level, and 27 kil. in length. In area (17 sq. m.) it ranks as the third among the lakes of Telemarken, the waters of which are mostly concentrated in it before their ultimate outfall at Skien. Passengers can leave the str. and walk to the uppermost lock. On entering this picturesque lake, the *Lifjeld mtns.* (5100 ft.) will be seen in the N.W. background. Very soon, on the face of the cliffs to the rt., will be seen the *Mikaelshule*, the entrance to a cavern (82 ft. deep by 23 ft. in breadth), which, evidently excavated, was used in the middle ages as a chapel, dedicated to St. Michael. It can be ascended by steps from Löveid, where boats are available. After stopping at a few landing-stages, the str. reaches in about an hour from the head of the canal, and 2 hrs. from Skien,

Ulefos (*Hollen*) ✱ (20 kil. from Skien).

[Travellers bound for *Hitterdal*, the *Rjukanfos*, &c. (Rte. 6) can disembark here. Excellent accommodation. (See *Index*.) The drive hence to Strengen (22 kil.) will not be taken after 1892, and is therefore not described.]

The *Waterfall* from which this place takes its name is a very short distance from the steamboat-pier. On the l. and rt. of it, respectively, are the *Mansions* of the Cappelen and the Aal families, near which are grouped *Saw-mills*, *Ironworks*, and 2 *Chs.* The *Nuke* and *Harp* peaks will be seen in the distant S.W.

The *Canal*, which will be entered above the Ulefos, is one of the most interesting and stupendous works of the kind in Europe. It replaces a *portage* (although a very good *road*) of 22 kil. between Ulefos on the Nordsjö and Strengen on the Flaavand, from which there is str. communication to the head of the *Bandak* lake, 55 kil. distant, the entire length of the uninterrupted water-communication from Skien being about 105 kil. A difference of nearly 178 ft. in level between the 2 extremities of the canal is surmounted by means of 16 locks and 2 dams. The first 3 locks, with a total ascent of nearly 28 ft., and with a huge dam at the top, are reached at Ulefos, soon after which the str. enters the first of the 7 locks that overcome the principal obstacle to navigation (a fall of 80 ft.)—viz. the *Vrangfos*. Some way before the first lock is reached, the str. enters a canal of masonry that runs parallel with the dammed-up river. All these locks are blasted out of the rock, and faced with heavy blocks of grey granite.

[1] As the canal and locks between *Ulefos* and *Strengen* will be opened in the course of 1892, it would be useless to state the present arrangements (time, fares, &c.) of strs. on this line. They will be altered as soon as strs., both from Christiania and Skien, are able to ascend uninterruptedly to the upper end of the *Bandak* lake. (Consult time-tables and recent notices at hotels, &c.)

[2] Indifferently spelt Haukelid and Haukeli.

[3] The fourth is used only when the river is in flood.

They rise gradually, with a length of 120, a breadth of 22, and a depth of 8½ ft. From the lowest of these locks passengers will be struck with the gigantic proportions of the stone-work above them. A still stronger impression is produced by the sight of the raging light-green waters of the Vrangfos, now confined deep down within a narrow gorge alongside the locks. It was here that the chief difficulty in construction was encountered. As no bottom could be found in the gorge, it was necessary to construct a massive arch of hewn granite, between the 2 rocky sides, as a foundation for a dam of immense solidity. Of great breadth at its base, this wall is constructed of heavy hewn blocks of granite, well cemented.

The dam above the Vrangfos locks forms a splendid waterfall.

After passing through 6 more locks, the level of the *Flaavand* lake (about 230 ft. above the sea) is attained at *Strengen*, an important point in posting days. At the upper (W.) end of the lake (15 kil.) the rapid waters of the narrow *Fjaagesund* are slowly ascended for 3 kil., between high, steep cliffs, which frequently appear to shut out all access beyond, to the *Hviteseid* lake (185 ft.), of a grander but more gloomy character, owing to its precipitous sides. The *Brokefjeld* (3540 ft.) is visible to the rt., and distant to the l. is the *Raholtfjeld* (3350 ft.) After passing *Rukøen* island, the str. proceeds, with sufficient water, through a swinging bridge, to

Kirkebö, in the *Sundbygd*, which presents one of the most charming landscapes in Telemarken, of a mild, not gloomy, character. This point is in communication by road with *Tvedestrand* (140 kil.) and *Arendal* 153 kil.) (See Rte. 16.)

[Kirkebö can be reached, and *vice versâ*, from the Christiania-Kongsberg-Hitterdal, &c. (Rte. 6). Distances: *Landsværk* (*Sauland*) to *Nordre Skeie*, 17 kil.; beyond which are *Utbö* (*Siljord*), 26 kil., and *Kirkebö*, 17 kil.]

On returning (by a str. touching here), the broad rapid *Skarpström-men* (7 kil. in length), connecting the Hviteseid with the *Bandak* lake (185 ft.), is entered. The scenery here in gloomy weather is somewhat depressing, the lake being bordered by grand hills, with peaks and ridges of fantastic form on the l. shore. To the l., after passing *Apaldsto* (whence a road runs to Kirkebö), will be seen, on the top of the mtns., a curious formation to which the name of *St. Olaf's ship* has been given. Some stretch of imagination is here requisite. A considerable way to the rt. is visible, close to the shore, a rock on which malefactors were executed in olden days. In about 2 hrs. from Hviteseid the str. touches at

Laurdal * (Trisæt), a very prettily situated hamlet at the foot of high mtns., with houses surrounded by orchards and gardens. The lake scenery here is extremely grand, and resembles that of the great fjords on the W. coast, but it requires a fine bright day to remove the feeling of oppression imparted by the towering mtns. and the dark waters of the lake, which can sometimes be much agitated. This used to be a favourite resort of *anglers*, one of whom (in 1882) landed, not far from the pier, a lake-trout of 20 lbs.; but the trout have either been much diminished in numbers or rendered very shy by the extensive native use of the *otter*. Nevertheless, there is sufficient sport (gratis) for those who require a pastime while staying for a week or more at this pleasant, health-giving retreat, where also the best of food and accommodation will be found close to the steamboat-pier. It is a pleasant row (about 1½ hr.) hence to *Dalen*, at the end of the lake (see below), and many good *trout* can be picked up on the way. Visitors in search of better fishing can make excursions to well-stocked lakes in the mtns. beyond Trisæt, a drive of about 3½ hrs., mostly uphill. They can also cross over the lake by str. or boat to *Bandaksli* (see Rte. 17), and drive (21 kil.) up a splendid and romantic zigzag road to the great *Aamdal copper-works*.

belonging to an English Co. The *Lille* ("small") *Rjukanfos* is a short way off the road to the l.

Posting-Route from Laurdal to Odde.

(*Pay* 15 ö. *per kil. and horse*, but only 11 ö. from Röldal to Odde.)

The shorter and grander road *viâ Dalen* (see below) can be joined hence by posting to *Mogen* (12 kil., nearly 3 hrs. drive), the first ascent from Laurdal being very steep. The stat. is a poor one, but can be used as a centre for excursions to the *Oftali*, *Berg*, and other mtn.-lakes in which good *fishing* is procurable. The lake close to the stat. can be fished, but payment is expected. The high-road to Kongsberg is joined here, and a post-road runs N. (22 kil.) to *Odegaard*, on the way to *Rauland* (15 kil.), on the great *Totak-vand* (2230 ft.), where there is good trout-fishing. This is excellent in the much larger *Mjös-vand*, which can be reached on foot over a very boggy tract from Rauland. An English sportsman holds the lease of the best fishing and shooting in this district. Inquire for available water or moor at Laurdal. The next stage from Mogen is

Aamot (15 kil.; 2½ hrs.) Grand scenery. The hilly road here crosses near this spot the fine *Hyland rapid*, spanned by a wooden bridge, and worth seeing. Pedestrians can proceed hence to the Rjukanfos, and *vice versâ*, *viâ* the Totak and Mjös-vand (lakes). There is also a road to Dalen, with which, however, there is now better communication by a splendid road from the next stat.,

Heggestöl (14 kil.; 2½ hrs.) Very hilly road. Good quarters. (See below, *Dalen* to *Odde*.)

Continuation of Str.-Route to Dalen.

Including a stoppage at Bandaksli, opposite Trisæt (Laurdal), the str. reaches, in about 1½ hr.,

Dalen, ✻ at the head of the Bandak lake, which gradually narrows, and becomes still more gloomy until the flat, cultivated, and partly wooded plain at the mouth of the *Tokke* river comes into view, with the snow-tipped mtns. of Upper Telemarken as a background of much splendour. Shortly before reaching the extremity of the lake, observe, on a high cliff to the rt., a stony mass, to which fancy gives the form of a "monk and lady," the latter apparently kneeling to receive his blessing. A popular legend says, on the other hand, that, the monk having insulted the lady, she inflicted severe injuries on him, some rocks under water on the opposite side of the lake being pointed out by the local peasants as disrupted portions of the monk flung there by the indignant lady.

Travellers having time at their disposal, or requiring a rest at Dalen, or *anglers* staying at one of the hotels (see *Index*), should drive to the *Ravngjuv* (the "Raven's Abyss"), a perpendicular cliff (1000 ft.) above the Tokke-elv. A grand view is obtained of the *Libygfjeld* from a pavilion, commemorating a visit by King Oscar II. in 1879. The air-current is so strong here that pieces of paper and sometimes handkerchiefs, and even light hats, are blown back to those who attempt to throw them over the precipice. This excursion can be made in 5 hrs. (Horse, 5 kr., or 7 kr. for 2 persons.)

[*Fishing.*—This is sometimes pretty good at the mouth of the river, where large *trout* have been taken with a small fly; but the use of the otter (in the lake) by the local pop. renders more satisfactory a stroll up the river, where in several of the reaches a basket of smaller fish can, under favourable atmospheric conditions, easily be made. No charge made.]

Posting-Route from Dalen to Odde.

[Both at Trisæt and at Dalen carriages, *stolkjærre*, and carrioles will frequently be found that have brought

travellers through from Odde, and which can be engaged for the return journey at the usual posting-rate (15 ö. per kil. and horse), or for a specific sum. This arrangement implies a slower rate of progress, although it renders possible the performance of the journey in 3 days, with stoppages at comfortable hotels or stats. each night. In these circumstances, also, the drivers will not object to halts of some hours at stats. or places where *fishing* is available; and the country through which the traveller passes affords excellent opportunities for such sport, for which no charge is made unless a boat and rower be engaged.]

Passing through the hamlet of Dalen, and crossing a high wooden bridge over the rapid Tokke river, the traveller soon reaches the magnificent new road which ascends in numerous zigzags along fear-inspiring precipices on the rt., and mtn.-sides rising to 2000 ft. on the l. A magnificent view opens out from the summit, which is reached in about 1½ hr. Hence about ½ hr. drive brings the traveller along a level road to the hamlet of *Eidsborg* (2300 ft.), with its timber *Ch.* of ancient exterior, but with nothing of any special interest within it. A *Manganese quarry* will be seen, and a posting-road leading to Mogen and Trisæt (see above). Taking the road to the l., up the steep *Eidsborg-aasen*, and descending from its summit to the *Molands-sæter*, a post will soon be reached on the wayside indicating a path to the "Ravnejuv" above mentioned. After a drive of over 3 hrs. the pretty *Börtevand* lake (hitherto ascended in boats) will be reached. A road (opened in 1892) now runs along it, and enables the traveller to reach with comfort, and with the enjoyment of scenery scarcely to be surpassed in Norway for grandeur, the stat. of

Heggestöl (about 34 kil. from the steamboat-pier at Dalen). A halt is necessarily made at this farmhouse, where the quarters are, however, clean. *Vinje ch.* and *manse* are close by, at the upper end of the *Vinje-vand* (lake), where there is good *trout-fishing*. Travellers are recommended to push on, for a good meal or night's lodging, to the *Grungedal hotel* (14 kil., about 1½ hr.) A little beyond Vinje ch. the road crosses to the rt. bank of the *Grungedal* r., where a good road over the *Byrteheien* is soon reached. The river is followed for some distance, and after the *Rusaaen* has been surmounted it descends to the level of the *Smörklep*, one of the largest arms of the Vinje lake. The river is then re-crossed near the junction of a mtn.-path (l.) to the great Totak lake, and soon, on the flat shore of the *Grungedal lake* (1590 ft.), will be seen the hotel after which it is named, and where good *trout-fishing* is obtainable. The waters of the Grungedal basin, like the lakes on the Haukeli-fjeld (over 3000 ft.), are frequented at this great distance from the seaboard by flocks of *gulls*, proving an abundance of piscatory food.

Passing from this point numerous farms (one of which is the *Nylænd posting-stat.*), and skirting the lake, with a fine view of the *Grungefjeld* and a sight of Grungedal *Ch.* (4 kil.), the traveller reaches the shore of the *Tveite-vand*, and is next driven along the short river-bank to the *Edland* (7 kil.) branch of that lake, at a farm on which a halt is made when proceeding in the reverse direction. Crossing a river which rushes down from a valley on the rt., the Haukeli rd., built between 1858 and 1887 (112 kil. to the Hardanger fjord), is attained. Amongst many other farms to the rt. is that of *Ormekvaal*, where a summer *Pensionnat* (boarding-house) deservedly flourishes in a narrow valley, into which the beautiful *Vafos* falls (6 kil.), after its waters leave the *Langeidvand*, in a succession of bold leaps. From the 2 *Flaathyl* farms the scenery attains more and more of a mountainous type and the road ascends by the side of a foaming stream, one of the rapids of

which is called the *Rjukanfos*, the third of its name in Norway. Of the numerous *Höl*, or pools formed by the river, the largest is the *Eikeli*, at an elevation of nearly 2300 ft., close to the *Eikeli-vand*. Rising almost continuously, and crossing many brooks and tarns after leaving the river, the posting-stage is reached (in about 3½ hrs.) at

Botten (26 kil. from Nylænd stat.), on the *Vaagslivand* (2525 ft.), in which the *trout-fishing* is very good. *Ptarmigan-shooting* and *Reindeer-stalking* available in the proper season (see *Introduction*) by arrangement locally. Lapps are frequently encamped in the neighbourhood. Although the posting-stat. is comfortable and well supplied with food, &c., superior accommodation at moderate prices will be obtained at the *Nystöls hotel* (3 kil. farther on). The snow-clad mtns. beyond add impressive grandeur to the scenery.

Hence, after skirting the lake, and ascending a valley with birchwood copses, several streams and small lakes will be passed. Soon to the l. will be seen *Vasdalseggen* (5515 ft.) and other mtn.-peaks. Halfway to the next stat. a view is obtained of the grand *Kjælavand* (lake: 2970 ft.) and of high peaks in 4 different prefects. Mention must be made of the *Kjælatind* to the S. The country becomes entirely treeless on reaching (in about 2½ hrs.)

Haukeli-Sæter (18 kil.), at the E. end of the *Staavand* (3086 ft.) Excellent *accommodation* and *food*, at reasonable prices fixed by the Tourist Association, which has reformed this stat. The large dining-room in the *Restaurant* is very elegant in the artistic simplicity imparted to it by varnished pine and national ornamentation. Opposite is a building in the form of an old *Stabur* (storehouse), with cosy bedrooms upstairs. The principal sleeping accommodation is, however, in the large house diagonally opposite the restaurant. The latter, as well as the *stabur*, is available only between June 15 and Sept. 15.

In the afternoon large herds of *reindeer* may be seen descending to the lake from the heights on which they browse. At such a height the scenery is naturally wild and desolate, and is rendered still more weird by patches of snow in hollows and by floes of ice on the lake, even in July and under a burning sun. The mtn. air becomes sharp and chilly early in Aug., and showers are not unfrequent. Travellers should be provided with wraps and waterproofs.

[On the reverse journey the posting-rate hence to Botten is 11 ö. per kil., and cart 36 ö. A fixed charge of 6 kr. for 1 person and 8 kr. for 2, is made from the *Sæter* to Gryting (Röldal). (See below.)]

From the *Sæter* the journey is resumed by the excellent carriage-road made in 1886, which runs, through scenery of wild grandeur, first along the shore of the Staavand and then through a gorge past *Ulevaager*. A short distance beyond, the *Ulevand* will be skirted, and the prefect. of Bergen will be entered after surmounting the *Nupsaae*, the grand *Store Nup* mtn. becoming visible to the rt. The road ascends gradually in long zigzags; and, as the horses can proceed only at a walk, travellers will prefer, in favourable weather, to take on foot the mtn.-paths, by which the distance is considerably curtailed between each curve. Magnificent views down the road. In less than 2 hrs. the wild *Dyrskar pass* is entered. The highest point of the road, or watershed (3706 ft.), is attained between the *Dyrenut* to the rt. and the *Grothals* to the l.

A *Cairn* ("Varde") to the l. commemorates a journey made by King Oscar II. in 1879. Much snow generally lies in the neighbourhood of this point. After driving for a short distance along a level, the road begins to descend, and, at about 18 kil. from Haukeli, a short halt for coffee, ale, and even solid refreshments is made at the *Svandals* wayside *Inn*, where

anglers can obtain accommodation (6 beds). The *trout-fishing* in the lakes below is good.

In about ¼ hr. hence, after passing the *Stavsnut* peak (rt.) and the *Stavstjern* (tarn), the magnificent descent into the *Röldal* valley commences. To the rt. opens the *Tarjebu-dal*, from which the *Risbu-Aa* (rivulet) issues. Crossing to the rt. bank of the latter, the traveller is whirled down windings of such boldness as to fill the mind with no small amount of apprehension. After passing *Lia Sæter* the traveller gets, at *Austmanli*, a grand view of the *Röldals-saata* and the *Ekkjeskar*, and a fine glimpse of the *Röldal-vand*. The *Valdal* is then entered, and the blue waters of the river that flows through it crossed. The pretty *Növle-fos* next confronts the traveller, the *Fjetlandsnut* appearing to the l. Amidst lovely scenery, in strong contrast with that of the mountainous district now so far behind, the road descends to the picturesque *Röldal* lake (3 sq. m. in area), and, after a drive (including halt) of 4½ hrs., the traveller hails with delight a rest at

Röldal Hotel ✻ (30 kil.), where every comfort and the best of cheer await him. This is a very lovely place, and well worthy of a stay of some days. The *trout-fishing* in the river above and in the beautiful lake below affords very good sport.

In the *Ch.* on the plain on the other side of the lake are visible traces of the original *stav* edifice of wood. Until 1835 the crucifix above the door opening into the chancel was an object of pilgrimages from the W. coast districts as well as from Telemarken. It was reputed to have miraculous healing properties, and the ch. loft contains a large collection of thanksgiving-offerings in the form of miniature wooden legs and arms. A silver casket was presented to the ch. in 1704 as an intercession against a troublesome visitation of wolves. Among other objects that are also preserved may be mentioned an old censer. The pulpit is dated 1627, the altar-piece (painted by Gotfrid Hendtzchell, of Silesia) 1629, and the font 1625.

[This is the point from which travellers take (and *vice versâ*) the magnificent route to *Sand* in *Ryfylke*, in connection by str. with Stavanger (Rte. 21).]

At about 3 kil. from the hotel, viz. at *Haare*, a road branches off (l.) to the *Suledal* (*Sand*: Rte. 21). Passing the fine *Breifonn* ✻ hotel (whence a splendid view), the road winds up over the *Haarebrekker* until its summit (3393 ft.) is reached, after a drive of about 3 hrs. (15 kil.) Pedestrians can avoid the tediousness of being driven at a foot-pace up the numerous zigzags by taking short cuts along paths that will be discernible. From the *Elversvand* the great *Folgefonn glacier* breaks into view (in the happy absence of mist), and soon the *Seljestad* glen is entered, the present road replacing the old dangerous bridle-path, which will be seen running to the l. In bold windings, and amidst scenery of the grandest character, the road descends to the dark *Gorsvand* (2800 ft.), at one end of which will be seen a *Waterfall*. A splendid view then opens of the charming *Skaredal*, the mtns. behind which are covered with the *Folgefonn* snow-fields. The latter are kept in view, and, in 40 min. after commencing the descent, travellers arrive at

Seljestad stat. and hotel (very good) (28 kil.,[1] about 4 hrs. from Röldal). The glen in this part (alt. 2027 ft.) is of much grandeur, the *Folgo*, *Sauenut*, and other mtn.-tops being in full view.

Descending gently, after a rest, through scenery that becomes more and more wooded, the river is crossed a second time, and soon will be reached a bench placed by the side of the rock, from which can be admired (l.) the *Smörtjernfos*, tumbling down into an abyss from a considerable height. A little way farther on, in the *Jösendal*, the road becomes very beautiful, and the views are equally fine when travelling in the opposite direction. After crossing a bridge, the river is retained on the l. hand. At the point where the valley contracts

[1] Actual distance 20 kil.

(about 1 kil. from a cross-road) the *Espelandsfos*, one of the most picturesque in Norway, will be seen on the l., and, a short way beyond, the spray of the fine *Skarsfos* and *Laatefos* is frequently felt on the posting-road, close to which their voluminous waters unite. Between them is an *hotel*, to which visitors at Odde drive in combination with an excursion to the *Buarbræ* (glacier), (see *Odde*). The height above the waterfalls can be reached in 25 min., by a convenient pathway. The river by which they are formed rises in the *Reinsnaas-vand*. The *Vifos*, or *Hildalsfos*, will be passed at *Hildal* farm (about 5 kil. from the Skarsfos), and the N. end of the *Sandvend-vand* will be reached after passing one of the prettiest parts of the valley. On the rt. the *Tjonnadalsfos* will be passed, and, on the W. side of the lake, the *Strandefos*, at *Strand* farm. The blue ice-masses of the *Buarbræ* soon open out on the l., and, after crossing by *Vastun* bridge, the traveller finds himself, after a drive of 2½ hrs., at the *Hardanger hotel* of

Odde * (26 kil.) (For description, &c., see Rte. 23.)

ROUTE 6.

CHRISTIANIA TO KONGSBERG, *viâ* DRAMMEN AND HOUGSUND

(by rail);

AND TO THE RJUKANFOS AND HITTERDAL

(by road and str.)

[Fare, 2nd cl.[1] expr., 5.20 kr.; mixed train, 4.70 kr. Two trains daily in 3½ and 4½ hrs. Distance 98 kil.]

1. CHRISTIANIA TO KONGSBERG.

(See Rte. 4 for journey to and description of **Drammen** (53 kil.), where carriages are changed.)

[1] No 1st cl.

On leaving Drammen the train ascends the broad valley of the river of the same name, the rt. bank of which it partly follows, affording pretty views to the rt., and, after passing the old *Strøm* farmhouse, pulls up at

Gulskogen (56 kil.) The next stat. is

Mjöndalen (64 kil.) Lower *Eker ch.* on opposite side of river.

In the distant background will be seen (l.), after a short run, the *Jonsknut* (2978 ft.), and, after crossing the small *Lo-elv*, carriages are again changed at

Hougsund (70 kil.) *Buff.* The main line continues to *Kröderen* (N.) and *Hönefos*, and the Randsfjord (N.E.) (Rtes. 7 and 9). The river, which rises in the great *Ekern* lake, is navigable up to the *Hellefos*, the last of its falls, situated not far from the rly., although not visible from it. Good *salmon-fishing* in the pool below. Hence a branch line proceeds S.W. through a highly cultivated and fertile district, passing

Vestfossen stat. (75 kil.) Several factories. The low rounded top of the Jonsknut in view. Hence the line runs along the bank of a rapid river, issuing from the *Fiskum-vand*, connected with the Ekern lake, which is bounded on the E. by high mtns. (Strs. ply on both lakes, but irregularly.) At the next stat.,

Darbo (81 kil.), will be seen the pretty brick Gothic *Ch.* of *Fiskum*, on the N. shore of the lake: the old *Wooden ch.* standing below it. Running next through a narrow valley, the train reaches, still in pretty scenery,

Krekling stat. (85 kil.) The *Skrimfjeldene* (2950 ft.) come in view, and then the train stops at

Skollenborg stat. (92 kil.), in a sterile district. The *Labrofos* (generally visited from Kongsberg) is only 1 m. to the S. *Pedestrians* bound for Telemarken, over the *Meheien*, start from here. The train now runs nearly N., keeping the Laagen (pronounced Logen) river to the l., and, after passing through a wood, stops at

KONGSBERG ✱ (98 kil.) *Buff.* Pop. 5250.

This long, straggling town, picturesquely situated on the *Laagen* river (which, flowing through the Numedal and falling into the sea at Laurvik, here rushes like a cataract below the bridge), bears all the characteristic features (smoke and dirt) of a mining district. The houses are mostly of wood. The *Ch.* (1761) and the *Townhall* are substantial brick buildings. A *Monument* to Christian IV. commemorates the foundation of the town by that sovereign.

Kongsberg owes its origin to, and is celebrated for, the rich *Silver-mines*, belonging to the State, situated about 7 kil. W.S.W. of the town, on the Telemarken rd.

There are also in the town a *Mint*, built in 1840, a *Small-arms manufactory*, *Powder-mills*, and *Smelting-house* (erected in 1845 for reducing and refining silver-ore and manufacturing cobalt, as used in commerce). Specimens of the silver and of the cobalt pyrites, in the various stages through which they pass, can be purchased at the smelting-house. A fine collection of the local minerals can be seen on application at the *Mine offices* in the Market-place.

Permission to visit the mines is obtainable at the offices, but only the specialist will care to take the trouble.

[Except on Sat. and Sun. (and before 4 P.M.), the mines can be entered from the *Saggrend*, the miners' quarter of the town, whence an ascent is made to the *Christians stoll* (adit), 300 ft. below the *Fredriks stoll*. It is followed for a distance of about 2 kil. to the *Kongen's Grube*, whence the visitor will be glad to reach "grass," without proceeding nearly a mile farther, to the *Gottes Hülfe* shaft.

The rock of the Kongsberg mining district contains native silver and sulphuret of silver, with copper pyrites, iron pyrites, and blende disseminated through it; that is to say, in certain ranges of the strata from 1 to 60 fms. broad. The dip of the strata to the E. is from 50 to 80 deg. The rock in the whole mtn. is mostly gneiss, with layers of mica and hornblende. The principal mine (*Kongen's Grube*), now about 2000 ft. deep, is said to have been discovered in 1623 by a shepherd, and was first worked in 1624 by Christian IV. Only 4 or 5 of the mines are of importance out of 100 that have been opened. The famous mass of silver, about 6 ft. long, 2 ft. broad, and 8 in. thick, now in the Natural History Museum at Copenhagen, was raised in these mines.]

Other Excursions. — The Skrimfjeldene (2950 ft.) are 20 kil. S. of the town, and can be ascended in 1 day, in combination with a look at the *Labrofos* (136 ft.) and the huge *Woodpulp mill* worked by its water-power (7 kil. from the town).

The ascent and descent of the *Jonsknut*, which the traveller will have seen from Hougsund (see above), can be made in 6 hrs. (Guides at the hotels, from which magnificent views.)

2. Kongsberg to Tinnoset and the Rjukanfos.

Engaging a conveyance at Kongsberg (vide *Index* for prices), whence the journey can be continued through a fine summer's night, Tinnoset can well be reached in 11 hrs. The road is very pretty, first along the rt. bank of the Laagen[1] for about 7 kil., and then through the wooded *Jondal* (valley) to the l. After passing Jondal *Ch.* the river is crossed, and a halt made for ½ an hr. near the *Storfos*, about half-way to Bolkesjö, the overlooking heights of which have to be crossed at an altitude of about 1800 ft. On the descent a beautiful view is obtained of the lake of

Bolkesjö, where the horses are rested for about 2 hrs. at the excellent *Hotel* of the same name (25 kil. from Kongsberg), with which (as well as with Skien) there is communication by telephone. The tops of the *Gausta*, *Blefjeld*, and *Lifjeld* mtns. close in the fine landscape to the W. At a lower level than the Bolkesjö, the great *Folkjö* lake adds to the beauty of the scene, and offers good sport (*trout*) to the angler. *Boats* are available on those lakes to take the traveller to *Vik*, 3½ hrs. walk to Tinnoset. This is also a very pretty

[1] For salmon-fishing in the Laagen, see "Angling," in *Introduction*.

excursion for those who make a stay at Bolkesjö for health and repose. From the hotel balcony a good view is obtained of that part of the Lifjeld mtns. (about 5100 ft.) on which, in Nov. 1870, aëronauts descended with despatches from Paris, in 15 hrs. Had it not been for a lucky encounter with woodcutters (whose match-boxes told the bewildered travellers they had landed in Norway) they would necessarily have perished in the snow.

For about 11 kil., as far as *Vik*, the road from Bolkesjö is bad, being both hilly and sandy. It then becomes good in the valley of the *Tinne* river, issuing from the *Tinnsjö* (650 ft.) In 2 or 3 hrs. *Gransherred ch.* is reached, and the river crossed and followed on its rt. bank along the Hitterdal rd. to

Tinnoset Hotel ✻ (33 kil.), where good food and lodging will be found, at the S. end of the lake, about 37 kil. in length and 3 kil. in breadth. Its sides are partly wooded, partly of a rocky character. There is *trout-fishing* in the river issuing from it, but anglers should not go in a boat without a local rower, the rapids being dangerous.

A str. starts daily (except on Sun.), when, as well as on other occasions, it can be specially hired for 36 kr. (9 passengers, and 2 kr. for every additional one) for

Strand (*Fagerstrand*), which it reaches in 2¾ hrs. (Dinner on board; ticket, 2 kr.) Stoppages are made at a few intermediate stats. Beyond *Hovin* (rt.) the mtns. rise considerably on the W. shore, to which the str. crosses in order to reach *Rusgrenden*. A glimpse of the *Blefjeld* is here obtained. At *Perskaasa*, on the same side, is a *Waterfall* formed by the *Diger* river, which issues from the *Sjaaen* lake. Returning to the W. side of the lake, the str. turns sharply round a point on which stands *Haakenes* farm, at the foot of the mtns. of that name, and where the scenery is finest. Entering the *Vestfjord*, a small arm of the Tinnsjö, the str. disembarks its passengers on a pier opposite the

Fagerlund Hotel, ✻ where conveyances are engaged for *Vaa*, a poor mtn. hamlet (22 kil.), reached in about 3 hrs., the entire excursion to the Rjukanfos and back being easily feasible in 7-8 hrs. From Strand, a road, almost level for 18 kil., ascends the pretty *Vestfjord* valley, partly along the bank of the *Maane* river, after passing a small *Ch.* near Strand. At a distance of about 3 kil. the *Middöla* r. (rt.) is crossed, and *Gausta*, the highest mtn. in S. Norway (6170 ft.), bursts into view. Passing, in the pretty valley that faces Gausta, a place called *Miland*, the traveller will be taken along a level bit of road to

Nyland (*England*), about 10 kil. (1 hr.) from Strand, where those who desire to ascend the Gausta will find a small *Inn* to the rt. of the road. The ascent can be made in less than a day (actually 6 hrs. up and 4 hrs. down), the first stage being *Svineroi sæter*, where travellers can, if necessary, be roughly accommodated. From this point the stony summit of the mtn. is reached in 2 hrs., but not without fatigue. (Guide, 6 kr.) A mtn. *Hut* enables those who wish to enjoy the panorama (which is, however, not equal to expectation) to pass the night on Gausta.

The traveller bound for the Rjukanfos keeps on the road, which turns somewhat to the rt. after passing *Dale ch.* and *farm*. At *Ingulsland* (rt.) he will be at the foot of the steep side of the *Gaustaknærn*, one of the most interesting parts of the Vestfjord valley. At *Krosso* the ascent increases, and soon the buildings at *Krokan* and the spray of the waterfall will be visible in the distance. The Maane river will be seen below, rushing down wildly in a succession of rapids. Then a bridge will be crossed over the *Vaa* river (a tributary from the rt.), and the drive will end at

Vaa. Declining here the services of one of the numerous boy-guides, the traveller follows a well-trodden,

but partly rough, steep, and wet, path, and reaches, in ½ an hr.,

Krokan, where he will find an excellent *Inn* ✻ belonging to the Tourist Association, which has affixed to a neighbouring rock a *Marble tablet* to the memory of its founder, T. J. Heftye, banker at Christiania. Splendid view E. over the valley. A path past the tablet brings the traveller in a couple of minutes to the point from which he is called upon to admire the

Rjukanfos (the "Steaming Waterfall"). It is considered to be one of the finest in Europe; for, apart from its grand surroundings, it has a sheer fall of about 800 ft., and when in volume certainly presents a magnificent aspect. The effect is still more striking from a point lower down, which only the hardy should attempt to reach.

[(1) From the Rjukan enterprising tourists can reach the *Hardangerfjord*, *Odde* being attainable on horseback and on foot in about 5 days, and the *Vöringfos* and *Eidfjord* (the more difficult route) in about 4 days, entirely on foot, with a guide (in both cases) engaged for a fixed sum at Krokan.

(2) A small driving road leads from Krokan to *Maristien*,[1] where a magnificent view of the Rjukan is obtained. The fall can be admired from *Fosso*, a little farther on, where pedestrians must be cautious. Following the track, several sæters are passed and *Hollvik* reached in 3 to 5 hrs. (Tolerable quarters.) The *Maane* r. (the *trout-fishing* in which partly belongs to the Skien Tourist Association) issues here from the S.E. arm of the *Mjösvand* (2950 ft.), which is crossed (4 kil.) in a boat to *Erlangsgaard*. The track thence is indicated by posts and cairns.[2] It runs S.W. over marshy, uneven ground, and, later, S.E., before resuming its original direction; and, after traversing some birch-woods, passes *Björnbulien* and *Sörenshytta* sæters, from which a height is crossed and descended to *Giböen* farm (9 kil. : 3¾ hrs., from Hollvik) on the W. arm of the dreary-looking Mjösvand, crossed in a boat. On the other side, the track takes a more westerly direction to *Uvand*, and passes several sæters until it runs along the l. (W.) bank of the *Farhoed* river, and then across marshes to *Björnskarhougen* sæter, continuing along the same bank of the river (passing, among other sæters, that of *Finstol*, on a rivulet issuing from the *Björtjön*). This being waded (when not too full), the pedestrian will, in the vicinity of *Gjuvland* farm, get to the Rauland parish road, which has to be followed W. to the grand *Totak* lake (24 kil. in length), where quarters are obtainable at *Midgaarden* (*Gaardsfjord*) (16 kil. : 4½ hrs., from Giböen). From this point the ascent of *Skarsmiten* (about 4100 ft.) is worth undertaking. The *Rangildfos* of the *Bituelv* is 2½ kil. from this point. After rowing in an hour across the lake (6 kil., 1 kr. each) a road is reached at *Kostveit*, whence the traveller can drive to *Heggestöl* stat. (about 16 kil.), on the main way over the Haukeli to Odde (see preceding Route).

(3) On the more difficult *trump* or horseback journey to the *Vöringfos* and *Eidfjord*, the first stage is to Hollvik (as above). A boat is taken thence to *Mjösstrand* (3½ hrs.), and to the upper part of the *Mjösvand* in 3 to 4 hrs. more. After about ½ an hr. walk (3 kil.) humble quarters will be found at *Mogen*. On the second day the traveller will trudge towards the Gjuvsjö lake (N.W.), in which the *trouting* is excellent. Farther, the path soon runs over marshy ground past 3 other mtn.-lakes, amidst desolate scenery. To the rt. rises the *Normandslaagen* (4150 ft.) lake. After crossing the *Bessa* r., which falls into it, shelter, after much heavy walking during about 12 hrs., is obtained in a hut at *Bessabu*. The night may, however, be better spent at a fisherman's hut before reaching that refuge. The succeeding day will be occupied in traversing the bleak and wild *Hardanger-vidda*, partly over snow, to *Bærrastölen* (25 kil.) A good path runs (9 kil.) hence to the *Vöringfos*, a night's lodging being obtainable at *Höl* farm, 4 hrs. distant from *Eidfjord* (see Rte. 23).]

3. Return to Christiania, *viâ* Hitterdal.[1]

Taking the str. at Strand (Fagerstrand), the traveller will regain his conveyance at Tinnoset. The distance hence to *Hitterdal* is 26 kil. along a good level road, at about half-way of which a *chaussée* runs off (rt.) to *Landsværk* (16 kil. from Tinnoset) on the highway to Odde, over the Haukeli (see Rte. 5).

Travellers are attracted to Hitterdal by its grotesque *Stav ch.*, familiar as the chief architectural curiosity in Norway.

Hitterdal ch. (keys at the *manse* opposite) is the largest and one of the most ancient and interesting buildings in Norway, of the same period (12th cent.) and style as that at Borgund (Rte. 8).

The situation is charming, in a broad belt of meadow-land occupying the centre of a wide undulating valley, the N. and S. sides of which slope gradually towards wooded uplands. The ch. itself stands a little back from the road, partially hidden by an avenue

[1] A road under construction here.
[2] The official maps are faulty.

[1] Spelt also Hiterdal.

of trees, and in the centre of a grass-grown churchyard, which is separated from the roadway by a low stone wall pierced by 2 red-tiled, roofed gateways.

The building is entirely of pine, and the exterior, owing to a frequent coating of pitch, is of one uniform dark-red, tan colour, the roof and walls being overlaid with shingles, those of the roof rounded at their lower edge, the rest tooth-shaped. The general outline is picturesque, increased by the curious covered way running round the entire ch., and the fantastic gabled central tower, E. of which, at lower elevations, rise 2 spires surmounting the chancel and the apse.

Three projecting gabled doorways on the S.W. and N. sides of the exterior gallery give access to the ch., the body or nave of which is about 40 ft. sq., with a flat ceiling. The E. end is prolonged by an oblong chancel of about 30 ft. by 25 ft., terminated by a semicircular apse some 12 ft. in diameter, making a total length and width of 84 ft. by 57 ft.

The S. door of the exterior gallery is the only one still bearing traces of the ancient carving, and Mr. Fergusson, in his *Handbook of Architecture*, suggests that the panels may once have been adorned by Runic carving, which, as they decayed, have been replaced by plain timbers, detracting much from the original appearance. The restorations made in 1850 have also greatly tended to deteriorate the character of the building.

The interior (in which details of Anglo-Norman architecture will be observed in the capitals of pillars and in the mouldings) is painted throughout of a light straw colour, with darker grained pillars, and the blank windows painted a bright green, elaborate dragon and snake carving filling up the spaces between the circular arches and the windows, most of which are modern.

A gallery runs round 3 sides of the quadrangular nave, broken at the W. end by the principal interior doorway, the sides of which between the gallery stairs are carved in a remarkably fantastic way. Above the gallery are modern, plain glass windows, with a little colour introduced in the red, star-shaped centres. A carved wooden pulpit stands at the S.E. corner on a level with the gallery.

In the archway connecting nave and chancel are openings to the sacristy, &c.; and an arcade, supported by 2 disengaged pillars, ornaments the sides of the chancel, in the centre of which is a plain grained wooden font in front of the altar-rails, which separate the chancel from the semicircular apse, the centre of which is occupied by the altar, covered by a red altar-cloth, dated 1723, and surmounted by a large green and gold cross. Behind the altar is an ancient episcopal throne (or seat) ornamented with carved figures of horsemen, dragons' heads, and old Norwegian designs. Small lozenge-shaped windows are perforated in the sides of the chancel and at the back of the apse. The ceiling is an innovation, and replaces the original open roof.

Some curious carving and a picture of the Crucifixion, which formerly decorated the altar, now hang in the sacristy.

On the opposite side of the way is an open wooden, gable-roofed *Belfry*, about 30 ft. in height, and in the same style as the ch.

The traveller need not tarry more than ¼ hr. in visiting this curious edifice. He will then continue his journey along a good road, passing, after 1 kil., the old *Lysthus posting-stat.*, and, if time permit, he can stop the carriage at the iron *Rly. bridge* over the *Tinne* river, and walk up its rt. bank to the *Tinn-fos*, which works a large *Saw-mill*, returning along the tramway on the l. bank in ½ an hr.; but the same way back is shorter. At about 7 kil. from Hitterdal, the carriage will be left at *Notodden*, ✻ or at *Tangen* pier, on Hitterdal lake, from which strs. run to Ulefos (2½ hrs.) and Skien (see beginning of Route).

ROUTE 7.

CHRISTIANIA TO RANDSFJORD, *vid* HOUGSUND AND HÖNEFOS.

(By rail.)

[Distance, 142 kil.; time, about 6 hrs.; fare, expr. 7.10 kr.]

(For journey to Hougsund, see Rte. 6.)

From Hougsund (where carriages will have been changed) the train continues to run up the pretty valley of the Drammen river, full of small falls and rapids and frequently crossed. The *Döviksfos* will be passed at

Skotselven stat. (80 kil.), while passing to the other side of the river. At the next stat.,

Aamot (86 kil.), will be seen on the

opposite (rt.) bank, amidst pretty scenery, a waterfall formed by the *Simoa* (issuing from *Sigdal*) at its junction with the Drammen, crossed by a suspension-bridge. After passing *Embretsfos* and *Gjeithus paper-mills* and the mouth of the *Snarum*, coming down from Lake Kröderen and the Hallingdal, the train draws up at

Gjeithus (92 kil.), rt. bank; *Heggen ch.*, and *Modum* manse, to rt. A very short run brings the train to

Vikersund (96 kil.; *Buff.*), from which is a short branch to Kröderen (see Rte. 9). Here the Drammen r. takes its rise in the *Tyrifjord* (see "Excursions," Rte. 1). At a distance of about 5 kil. is *St. Olaf's* (*Modum*) *hydropathic establishment*, * beautifully situated in a park, affording picturesque views, and in which is the *Kaggefos*, formed by the *Snarum* or *Hallingdal* river (Moderately good *trout-fishing* in it.) The "Modum bath" is a place of great resort in summer, and most beneficial to invalids in the stage of convalescence, and in affections of the throat and chest.

Hence the train runs along the W. shore of the Tyrifjord, the best views of the lake and of the W. slopes of the *Krokskog* (with the rounded tops of the *Gyrihaugen*, 2217 ft., and the *Ringkollen*, 2266 ft.) being to the rt.

Nakkerud stat. (105 kil.) and

Skjærdalen stat. (111 kil.), still on the Tyrifjord. Str. hence to *Sundvolden* on opposite side of lake (see "Excursions," Rte. 1). The "Ringerike nickel-mines" are close by. At

Ask stat. (118 kil.) the line leaves the lake behind, and runs on to

Hönefos * (124 kil.) *Buff.* This town (1250 inhabitants) is named after the great *Waterfall* formed by the *Aadals* river, which rises in Lake Spirillen and unites here with the *Rands-elv*, issuing from the Randsfjord. When combined, these streams form the *Stor-elv*, falling into the Tyrifjord. The fall is not, however, imposing except after a flood (May or June) or during a rainy summer. Its several branches drive many saw and flour mills. Views from a bridge over the 2 rivers above the town, and from the 2 bridges within it. A walk of about 1 hr. brings the visitor to the beautiful *Höfsfos*, by a road along the l. bank of the river. The *Sivenfos*, a smaller fall, is a little higher up. The hotel at Hönefos is a favourite resort both of aliens and natives, and some days may well be spent here. The walks and drives in the neighbourhood are charming, and the *trout-fishing* not contemptible. A trip to the *Ringkol* above-mentioned (partly driving and partly on horseback in 5 hrs.) is recommended on account of the fine view it affords of the *Ringerike*. Permission to *fish* in the adjacent lake obtainable at the hotel. Information respecting several other charming excursions will be given on the spot.

The stat. beyond is

Heen * (131 kil.) Str. hence up Lake Spirillen (Valders: Rte. 10). Posting-stat. To the l. will be seen the *Norefjeld*, frequently covered with snow. The line bends suddenly to the E., past the *Höjaas* (1500 ft.) and the *Askelihoug* mtn. (1400 ft.), and through districts partly wooded and scantily populated, before reaching the *Randselv*, which it follows up to

RANDSFJORD * (142 kil.; *Buff.*), where the river issues from the great lake of that name. (For description and journey beyond, see next Route.)

ROUTE 8.

CHRISTIANIA TO BERGEN, *vid* RANDSFJORD, VALDERS, THE FILLEFJELD, AND LÆRDALSÖREN (SOGNE FJORD).

(By rail, str., and road.)

[Bergen can be reached from Christiania by 3 other routes, uniting at Lærdalsören—viz. the roads running severally from Lakes Kröderen, Spirillen, and Mjösen (Rtes. 9, 10, and 12), but the route here described, although a little longer, is to be preferred for its greater beauty and interest.]

	Dist. kil.	Time about	Cost kr.
Christiania to Randsfjord by rail (Rte. 7) . .	142	5 hrs.	7.10
Randsfjord to Odnæs by str. (Rte. 8) . . .	72	5½ hrs.	5.
Odnæs to Lærdalsören by road (Rte. 8) . .	220[1]	2–3 dys.	45.
Lærdalsören to Bergen by str. (Rte. 26) . .	230	20 hrs.	12.40
Total . .	664	4–5 dys.	69.50

Posting.—For a stolkjærre (2 persons) the rate is 25 ö. per kil. exclusive of gratuities (15 ö. per 10 kil.), but only 17 ö. per kil. for a carriole. One of Bennett's vehicles recommended at a small extra charge. Apply at Christiania or Randsfjord, or at Odnæs on reverse journey. The charge for a carriage (2 or 3 persons) is 110–130 kr.; gratuity, 5 kr.

[A carriage for 2 persons can also be bargained for, the local drivers taking 65–70 kr. When horses are engaged for the entire distance, only about 60 kil. can be done in 1 day; whereas by taking a relay at each stat., about 7 kil. can be accomplished per hour, or 80 kil. per day in the middle of the summer. *Dil.* (for 4–5) starts daily. Fare, 34 kr. Luggage: 40 lbs. allowed. Seats should be secured in advance, as those conveyances, as well as the stats. at which they stop for meals and for the night, are often full at the height of the tourist season.

The freight of a carriole on board the Randsfjord str. is 2.40 kr., and of a carriage 4 to 5 kr.]

[1] Pay for 238 kil.

(For the journey to Randsfjord, see Rte. 7.)

The **Randsfjord** (45 kil. long, with a maximum width of 4 kil., and 426 ft. above sea-level) is one of the longest lakes in Norway and the fifth in area (about 53 sq. m.) It is separated on the E. from the Mjösen by a mtn.-chain, and on the W. from the Spirillen by another ridge of about the same height (1650–2300 ft.) The populous and fertile district by which it is bordered on the S. is called *Hadeland*, and that at the N. extremity of the lake, *Land*. In most parts the Randsfjord, which does not offer any great variety of scenery, is more like a river than a lake.

1. *By Str. from Randsfjord to Odnæs.*

The *str.*, on board which *excellent meals* are provided, stops at about 10 piers on its way to Odnæs. Soon after leaving the Randsfjord river (frequently obstructed by logs) it passes the *Hadelands Glass-works*, where it crosses over to the W. side of the lake. On the opposite flat shore are several large farms, *Jævnaker ch.*, and *Velo* (on an eminence), the residence of the district judge. Returning to the E. shore, the str. stops at

Roenlandet, **Elvetangen**, and **Haugslandet**. A little beyond the latter stat. a glimpse of the *Sölvsberg* will be obtained, and then the *Hvalebykampen* (2493 ft.) will be seen before reaching the prettily situated stat. of

Rökenviken (nearly 2 hrs. from Randsfjord). King Halfdan the Black (A.D. 860) was drowned while crossing the ice to this place. The *Brandbukol* rises behind the large farmhouses that will be passed. A short distance beyond the *Ch.* and

farms of *Nes* (rt.) the widest part of the lake is reached. The str. next stops on the E. shore at

Bentebolle, on the W. side of which towers the *Skjykuaas*.

In about 20 min. after crossing to the W. side, the pier at *Bjonerören* is reached. A road (about 11 kil.) runs hence to the *Spirillen* lake, passing the W. and E. *Bjonevand* lakes. In ½ an hr. the str. stops at

Sand, on the E. side of the lake. *Enger ch.* not far. Soon after, a stoppage is made at

Ringelien, on the W. shore, and next, in about 4 hrs. from Randsfjord, at

Faldsvandet on the E. side. In 10 min. more the str. reaches

Hof, where a *Ch.* and *Middle-school house* will be seen. A road and footpath hence to *Vestre Toten*, whence a good road to *Sivesind*, running to *W. Toten*, *Mjösen* lake, and *Gjövik* (see Rte. 12).

Fluberg, 5 hrs. from Randsfjord. The *Ch.* (of S. Land), set off by weeping birches, will be seen on the rt. Entering the northernmost bay of the lake, surrounded by pretty mtn. slopes, the 2 principal valleys of N. Land open out on the l., whilst to the rt. the road to Gjövik (see Rte. 12) comes down to *Granum* posting-stat. The str. is next moored, in about 5½ hrs., at

Odnæs. ✻ (For conveyances hence, see head of Route, and apply to Bennett's agent.)

2. *Odnæs to Lærdalsören by Road.*

When the str. arrives early in the evening, it is advisable to post on at once to

Tomlevolden stat. (17 kil., about 2 hrs.), a typical Norwegian farm-house affording good accommodation. *Free trout-fishing* here and in the Etna river.

At *Höljerasten* (7 kil.) the *Etna* r. is crossed (a fine view of its valley opening out from the bridge), and the *Valders* district is soon after entered. At *Trondhjem*, where a short halt is made, a long ascent begins. After this has become somewhat less steep, the level summit is reached at

Sveen stat. (17 kil., pay for 18), a small but comfortable stat. on the N.E. side of the *Tonsaas*. In summer, first sight of snow is here obtained, with a beautiful view of the *Etna* valley, alongside of which is that of the *Bægna*.

[**Tonsaasens Sanatorium** ✻ (1970 ft.) is 3 kil. beyond, and 5 hrs. drive from Odnæs. A highly salubrious and much frequented hydropathic resort. A *dil.* runs to it. Beautiful views, and many pretty walks and excursions to be made. *Fishing* and *shooting*. Boats on the lake. *Post*, *telegraph*, and *telephone*. At a distance of 6 kil. from Sveen, and 3 kil. W. of Tonsaasen, is the *Breidablik Hotel* and *Pension* ✻ (on the Spirillen route), also beautifully situated, and a pleasant resting-place. Views of the Jotunheim mtns. and of a splendid waterfall.]

At a distance of 5½ kil. from the Sanatorium, the summit of the road, which has been running between small lakes, bogs, and pine-woods, will be attained at an altitude of about 2070 ft. A magnificent view hence of the mtn. land between Valders and Hallingdal, some of the peaks (over 7000 ft.) of the southernmost chain of the *Jotunfjelds* being seen 96 kil. to the rt.

In fine, sunny weather a panorama, unsurpassable for grandeur, will be enjoyed by taking a path to the l. (5 min.) Descending the valley of the *Bægna* river, where the Spirillen route to Valders unites (Rte. 10), the traveller arrives at

Frydenlund stat. ✻ (18 kil., pay for 23), in *Nordre Aurdal*, where very good accommodation will be found. This is a populous hamlet, serving as an administrative and judicial centre. *Aurdal ch.* close by. A grand view from the hill above the stat. *Game* abundant.

[Junction with road to and from Spirillen lake, *viâ* Fjeldheim (Rte. 10), a mtn.-road

(nearly 2 days on foot; *guide*, 20 kr.); also hence to *Viko* (*Rolfshus*) on the Hallingdal (Kröderen) route to Lærdalsören (Rte. 9). The following places will be passed: *Hove*, a pretty summer *Pension*, where hare and elk *shooting* is obtainable; *Olsjöen lake* (in 2 hrs.), crossed in a boat supplied from Hove. At the S. end of the lake *Pardis sæter*, also a *Pension*; *Söndre mærket*, or *Sinderlien*, on the *Tisleia* r.; *Vaset sæter* (3½ hrs.); *Sunderstölen* (4½ hrs.), a summer *Pension* (fair accommodation), with good *ptarmigan-shooting* in autumn; *Mone sæter* (6 hrs.) After trudging over some bogs, a road will be reached at *Brautemo sæter* (8½ hrs.); and in about 2 hrs. more the traveller can be at Rolfshus.]

Continuing the Valders route along a tolerably level road running high above the *Bægna*, the source of that river in the *Aurdalsfjord* (one of a series of long lakes) will be reached. Fine view from *Onstad*, before passing the *District prison*. Beyond, to the rt., is the fine *Fosbraaten waterfall*, while to the l. will be heard the roar of the *Veslefos* (frequently visited from Fagernæs). After driving about 3 kil. along the beautiful *Strandefjord* (1148 ft. above sea-level, and about 21 kil. long) a halt is made at

Fagernæs ✻ (13 kil.), on the lake and at the mouth of the *Næs* river. Excellent accommodation. A few days can well be spent here, the scenery being very beautiful, and attractive to artists. Fine *trout* to be caught in the lake and neighbouring streams, and *duck-shooting* obtainable.

[Fagernæs is a favourite starting-place for an excursion to the *Jotunheim* mtns. (For description, see Rte. 11.) The posting will be: On the *Östre Slidre* road to *Rogne*, 17 kil.; to *Skammestein*, 17 kil.; and to *Beito*, 11 kil. Thence on horseback (3.50 kr.) to *Raufjordheim hotel* (11 kil.), on the shore of *Lake Bygdin*, from the opposite side of which the mtns. can be ascended. The carriageable road runs on from Skammestein to the *Vinstervand lakes*.]

Crossing the *Næs* river (with picturesque cataracts), the shore of the lake is kept, passing the wooden *Ch.* of *Svenæs*. A bend in the valley soon opens out a grand view of the *Jotunheim* mtn. and its peaks. At Ulnæs *Ch.* a bridge crosses the lake to *Steiende*, where a river falls into it. Beautiful views; many large farmhouses. The N. end of the lake will be reached at

Fosheim ✻ (15 kil.) Good quarters at the Fosheim sæter, 1½ hr. from Fosheim. The pretty *Fosheim-fos* is close to the stat. Beyond, the road soon runs along the *Slidrefjord* (1237 ft.) To the rt. is the wooden *Ch.* of *Roen*, with an old belfry. A standard ell-measure is attached to the ch. door by a quaint ring of entwined dragons; and the interior is also worthy of inspection. Beautiful landscape, terminating on the W. by the mtns. in Vang district, of which the *Bergsfjeld* will be seen first.

[The road mentioned above as leading to the Jotun mtns. branches off here.]

On the l. will be passed *Hande* (4 kil.), where travellers can be accommodated. Farther along the lake, which at one point contracts for a short distance, the scenery attains its greatest beauty. By the side of the road is the brick *Ch.* and *Belfry* of *Vestre Slidre*, with the *Parsonage* beyond. A road runs off here to *Östre Slidre* (see above).

[At about 6 m. from Vestre Slidre ch., and before reaching the crest of the hill, on the Östre Slidre rd., the *Kvithövd* eminence can be reached by a path to the rt. in about ½ an hour. Splendid views here of the W. and E. Slidre valleys, of the *Bittihorn* (5364 ft.), and of snow-clad mtns. N. of the Bygdin and Vinster lakes. A very short way to the W., where the *Kalvaahögda* rises to a height of 7150 ft., another very extensive survey of elevated mtns. can be enjoyed.]

At a very short distance from Vestre Slidre will be passed first the attractive *Hotel and Pension Einang* (at *Volden*), where horses and carriages are procurable, and then (rt.; gate and private road) the *Ölken Hotel and Pension* (much frequented by invalids and tourists), beautifully situated about 300 ft. above *Strande* lake. Beyond, again, is the *Husaker Pension*. The *Kvithövd* (see above) can be conveniently ascended from these summer resorts in 3 hrs. (both ways). Fine view of the *Slidrefjord*, or upper part of Lake Strande, obtained from the *Kvale* ridge, after descending which travellers reach the stat. of

Löken ✻ (14 kil.), where there is a large and excellent *hotel*. Good *trout-fishing* in Lake Slidre, close to the hotel. From the *Lökensberg* (15 min. walk), a fine view opens out, although a better one is obtained by riding (1½ hr.) or walking (2 hrs.) to the top of *Kvithövd* (3353 ft.) Ascent for view to be recommended. About 5 kil. on the road to the next stat. is the fine *Lofos*, a fall of the *Bægna*, the l. bank of which will be followed through scenery more or less wooded. Crossing that river and passing (12 kil.) *Vangsnæs hotel* (fair accommodation for summer boarders and others), beyond which (on the rt.) is a valley whence issues the *Rysna* (the *Raufjord* being accessible hence), the traveller is driven over a bridge spanning the *Ala* river to

Öilo stat. (15 kil.) Very good accommodation and food. In the upper storey of the house (grandly situated) are sketches and paintings on the walls, by elder and later Norwegian artists who have frequented Öilo. Pretty view of Lake *Vangsmjösen* (1528 ft.) from a hill at the back of the stat. Within an hour the *Hugakol* can be climbed for a wider survey.

The lake (about 21 kil. long) is soon reached from Öilo and followed (on the S. shore) for a considerable distance. Rounding a promontory, from which will be seen the mtns. that tower above the lake, the road runs past the *Kvamsklev* ("Ravine Cliff"), where it is partly roofed in, to protect it against the fall of rocks and stones. The road is a splendid piece of workmanship (formerly one of the worst in Norway), and rises, partly in zigzags, along the face of perpendicular cliffs, and amidst scenery of wonderful grandeur, being, in fact, the most striking of any scenery on the Valders route. To the l. will be seen rising in a solitary group, the *Grindadn mtns.* (Grindefjeld top, 5364 ft., can be ascended in 4 to 7 hrs.), and in the centre of the landscape the steep *Skudshorn*. Becoming level, the road runs past the wooden Ch. of *Vang*, which now replaces the ancient *Stav ch.*, sold to the King of Prussia in 1844 for 18*l.*, and set up by him on the Höchsberg in Silesia. In front of it, leaning against the churchyard wall, is a *Stone*, with the Runic inscription: "The sons of Gosa erected this stone to the memory of Gunar."

Driving past the old stat. of *Tune i Vang*, this stage ends at

Grindaheim (*Vang*) ✻ (10 kil.) *Telephone*. Beautiful views from the hotels of the *Vangsmjös* lake. The Grindefjeld can be ascended hence, with a guide and by a good walker, in 4 hrs. Saddle-horse also procurable at the stat., where herds of *Reindeer* may occasionally be seen.

[At a little distance from Tune a magnificent track, partly cut out of the rock, turns off to the l. across the mtns., and past several fine lakes, into the Kröderen (*Hallingdal*) route to Lærdalsören (Rte. 9). A hard day's journey.]

The road continues along the shore of Lake *Vangsmjös* (bounded on the N. by peculiar and impos ing mtn.-turrets), which is left at *Öie ch.* (12 kil.), whence there is a mtn.-path to *Nystuen* on the Fillefjeld (½ a day's walk). The *Elvlunfos* is near the ch. The lesser *Strandefjord lake* is then skirted before crossing a small stream and reaching, in 2½ hrs.,

Skogstad stat. (17 kil.), 1883 ft. Good accommodation. This is also a good starting-point for the Jotunheim mtns. *Trout-fishing* in the neighbourhood and in the *Tyin vand* (12 kil.) From the *Horntind* (4620 ft.), opposite the stat. (3–4 hrs.) a grand panoramic view of the *Jotun* mtns. is obtained. Ascent strongly recommended.

[Tracks for pedestrians between this stat. and the next to the Jotun mtns., *Aardal*, on the *Lysterfjord* (Sogn), the *Bygdin lake*, &c.]

Here the ascent of the *Fillefjeld* will be commenced, after recrossing the small stream already mentioned, the road soon becoming in some places uncomfortably steep. The

descent in the reverse direction is naturally still less pleasant. Vegetation becomes very scanty, and stunted birch and mtn.-willow are almost the only trees visible. The wood of the mtn.-birch is beautifully veined, and is extensively used in Norway for furniture and knick-knacks.

The barren and dreary plateau of the *Fillefjeld* is attained some distance before arriving (in 1¾ hr.) at

Nystuen stat. (11 kil., pay for 17 both ways). (Alt. 3168 ft.) Good resting-place when not overcrowded.

[A splendid view of the snow-clad Jotun mtns. (35 kil. distant) and of several *Glaciers* will be obtained by an hour's climb to the top of the hill to the rt. of the road above the stat. In clear weather a wild and grand vista of lofty peaks and crags, including the *Galdhöpig* (8397 ft.), the highest mtn. in Norway and in the N. of Europe. Parts of the lofty *Horunger* also come into view. The ascent in question (strongly recommended even to ladies who are good walkers) can be more conveniently made from a point ¾ kil. on the road to the next stat., whence a small path has to be climbed along the eastern side of a stream. Two or 3 hrs. are sufficient.]

The stat. is at the foot of the steep *Stugunös* (4690 ft.) and at the W. extremity of the *Utrovand* lake. Good *fishing* in the lake below and in the river between this stat. and the next. The flavour of the *trout* is celebrated, and they run to 2 and 3 lbs. in the river. Before reaching the stat. travellers will observe the fine examples of "perched blocks" on the edge of the ridges that run parallel to, and high above, the road. The Government contributes towards the maintenance of this stat., or "Fjeldstue" (Alpine hospice). The narrower sides of the buildings face the W. in order to present as little surface as possible to winter storms from the westward.

From Nystuen the road runs along the Utrovand and ascends a long hill, and, reaching its highest point (3295 ft.), descends to the *Smeddal*. The old, shorter road (½ an hr. to the l.) is more interesting, and should be walked by pedestrians for fine mtn. views. The scenery is not inviting until the pillar marking the boundary between Norway on the E. side of the fjeld and Norway on the W. side is reached. It also shows where the eccles. provs. of Hamar and Bergen are conterminous. Skirting the 2 *Smeddal* lakes (3116 ft.) in the valley of that name, the region of the birch is reached, and the first *sæters* of the *Sogne* passed (*Brusæter*, 3240 ft.) A short drive through a birch-wood, with the torrent of the nascent *Lærdal* river below, soon ends at

Maristuen (17 kil., pay for 22 in reverse direction). *Hotel and Sanatorium* excellent, amidst scenery which, although still of a bleak character, is more pleasing than that at Nystuen; while, notwithstanding the height of the stat. (2575 ft.), the air, influenced by sea-breezes from the W., is palpably warmer, though still bracing. The stat. was founded as a *feldstue* about the year 1300, and became private property only in 1847. *Trout-fishing* (good in a lake 5 kil. off) and also *ptarmigan-shooting* available.

[The *Suletind* (5812 ft.) can be ascended and descended without difficulty or danger in 6 hrs., and a third of the way can be done on horseback. In clear weather 100 of the *Jotun peaks* are visible from the rounded summit, as well as the *Jöstedal*, *Folgefonn*, and other minor snow-fields or glaciers.

A mtn.-path leads, in 13½ hrs., to *Fauske* in Hallingdal (Rte. 9). From the *old road* the *Svarteberg* (4330 ft.) can be climbed in 1½ hr. from Maristuen.]

From Maristuen the road keeps close along the banks of the *Lærdalselv* (about 200 ft. below it) through a magnificent pass. Enormous masses of rock, fallen in many places from the mtns. above, add to the effect of the scenery, and one of the most attractive districts in Norway is now entered, abounding in legend and romance. The valley, hemmed in by huge rocky masses, appears at times to allow of no further progress.

Several small streams and *Waterfalls* are passed on the way to the next stat., the *Bakkefos* being more particularly noticeable. At *Borlo* bridge (2 kil. from the next stat.)

the Kröderen (Hallingdal) road joins the *chaussée* to Lærdalsören. Great damage was done in 1873 at Borlo by landslips, which are frequent in the Lærdal valley. The latter widens, and, passing the *Markedals* river, which runs down from the l., the stage ends at

Hæg (11 kil., pay for 17). Very good accommodation and food. An ancient upright *Stone* will be seen a little below the stat., near which is also a fine waterfall (*Hægfos*), where fairly good *trout-fishing* is available. An excursion (6 hrs.) can be made (with a guide) to the *Bringe* mtn. (5500 ft.) from a meadow at the back of the stat., of which the situation is very romantic. Ascent steep, but can be effected even by ladies accustomed to climbing. No danger, except in wet weather. Extensive view of snow-clad mtns.

On leaving this stat. the traveller drives through the grandest scenery of the Lærdal, one of the finest valleys in Norway. The excellent road continues to descend, the Lærdal's torrent thundering close alongside. The falls and cascades which that stream forms between the Fille-fjeld and the Sogne-fjord are very numerous, and afford fine subjects for the pencil. Some of the peasants' cottages are particularly picturesque. They are built of stout beams on foundations of rock, generally 1 storey high, with a gallery outside when an upper storey is added. The roofs are constructed of planks overlaid with birch-bark covered with turf. Birch and alder and browsing goats are commonly seen upon them.

After passing (l.) *Kvamme* farm (whence there is a mtn.-path to *Aardal*, at the head of the Sogne-fjord), at about 10 kil. from Hæg, the traveller should stop at the *Kirkevold hotel* (good) in order to visit (close by on the road) the

Borgund ch., now disused, and of which the keys are kept at the hotel. This most singular and interesting edifice, one of the two (see *Hitterdal*, Rte. 6) oldest *stav* chs. (and the best preserved) in Norway, is supposed to have been built in the 11th cent., for the arches and the apse are semicircular, and it has all the characters of the style of a small German Romanesque ch., so far as it can be imitated in wood. It is of very strange, fantastic design, with carved dragon's-head terminals to the numerous gables, which give it almost a Burmese aspect. Built of pine, it is protected from the weather by coats of pitch. The nave measures only 39 ft., the circular apse 15 by 54. A low passage, about 3 ft. wide, runs round the exterior of the body of the ch. The interior is almost dark, for light has access only by the small round holes above the walls. There are *Runic inscriptions* on the W. door, made by "Thorer" . . . "on St. Olaf's fair-day," and recording that "this Church is on Church Ground." The belfry, partly restored in the 17th cent., stands apart. It is covered with shingle, like the many roofs of the ch. The bell within it is dedicated to "Sanctus Laurencius," but bears no date.

After inspecting the ch. (in ½ an hr.) travellers are recommended to walk about 300 yds., up the hill, into the old romantic road which runs over *Vindhelle Hill* to the next stat., which can thus be reached in about the same time (½ an hr.) as the conveyance will take to accomplish the distance (4 kil.) by the new road to Husum, which descends through a ravine. The entrance to this should, however, be first inspected, the scenery being grand, and includes the fine *Svartegjel waterfall*. Winding through the picturesque road, the end of the stage is reached at

Husum (13 kil.) Excellent accommodation and food. Good *trout* and *salmon fishing* (best in August). This is the centre of the finest scenery in the Lærdal valley, and many charming excursions can be made, notably (in 4–6 hrs.) to the top of the *Nonhaug* on the l. bank of the river, where a magnificent view of the *Horunger* peaks will be obtained. The *Okken* (5684 ft.) is also ascended from here. *Aardal* can be reached in a day by a mtn.-path through the *Lysnedal*. A very interesting part of the *old road* can be walked down to the narrow passage between great boulders that bears the name of *St. Olaf's Klemme*.

The road now followed runs along the rt. bank of the river, which is next crossed by a stone bridge. Not far

hence will be passed the *Öigarsfos*, the river being still followed, partly under overhanging rocks, although an older road runs over the *Seltaas*. On the opposite side of the river is the frightfully steep old parallel roads to which the name of *Galderne* is given. The oldest (rt.) dates from the middle ages. Beyond, the river is recrossed, and a pretty *Waterfall* passed. The river to the rt. comes down from the *Lysnedal*. On the top of the rocks to the rt. is a stone resembling an owl in form. After a considerable descent the pass opens out into a broad, fertile valley, and at a short distance l. of the road is

Blaaflaten (15 kil.) Very good accommodation. *Salmon* caught here. On the level road down the valley, in which traces of many landslips and avalanches will be noticed, the small *Böafos* (l.) will be passed, and the river, no longer so rapid, will be crossed. After passing *Tönjum ch.*, and obtaining a view of the *Aaken*—somewhat like the Gausta (Telemarken) in shape—the road at last turns sharply to the N., past *Lærdalsören ch.*, and terminates at

LÆRDALSÖREN ✻ (*Lærdal*) (11 kil.) For description and continuation of journey to Bergen, see Section II., Rte. 26.

ROUTE 9.

CHRISTIANIA TO BERGEN, *vid* KRÖDEREN, HALLINGDAL, AND LÆRDALSÖREN.

(By rail, str., and road.)

[This is an alternative, slightly shorter, route, to be chosen by those who are already acquainted with the scenery in Valders. The stats. on it are not as good as those in Rte. 8, but improvements are in progress. Lærdalsören can be reached in 2 to 3 days through Hallingdal.

	Dist. kil.	Time about	Cost kr.
Christiania to Kröderen, by rail	122	7 hrs.	6.40
Kröderen to Gulsvik, by str.	40	3 hrs.	2.40
Gulsvik to Lærdalsören, by road . . .	207	2–3 dys.	38. 0
Lærdalsören to Bergen, by str.	230	20 hrs.	12.40
Total . .	599	4–5 dys.	59.20

Posting.—Rates as in Rte. 8. Carriage (apply at Bennett's) for 2 persons, 100 kr. exclusive of gratuity (5–6 kr.) Freight of carriole, 9.88 kr.; of carriage, 10.88 kr.]

The rly. journey to Vikersund (96 kil.)—*Buff.*, and change of carriage—has been described in Rte. 7. The stats. beyond are

Hære (101 kil.); *Hole* (104 kil.); *Snarum* (108 kil.); and *Ula* (113 kil.)

The branch line (26 kil.) then reaches its terminus at

Kröderen (122 kil.) *Buff.* Tolerable accommodation opposite stat., at the S. end of Lake Kröderen (433 ft. above sea-level, 40 kil. long, and about 15 sq. m. in area). Some beauty is imparted to the lake (on l.) by the *Norefjeld* (4953 ft.), which is often covered with snow in the early part of the summer.

At about 10 min. walk from the stat. is the pier, at which travellers embark on board the str. that runs in connection with the train, and on board of which a good dinner will be found ready. Steaming through shallow water, with a pleasant, fairly cultivated landscape on either hand, the narrow *Skinnesund*, leading into the *Raaenfjord*, will soon be passed. Another narrow channel (a river), called the *Noresund*, will be entered before passing *Olberg* (good quarters), after which the str. reaches the *Noresund*, where the Norefjeld will be in full view. There are mtn. roads from Olberg to *Sigdal* and Eggedal, and a *chaussée* to *Hönefos* (Rte. 7). It is also, next to *Norre* (where the post-road crosses the lake), the best starting-point for an ascent of the Norefjeld (in about 10 hrs.) From Christiania, this is the first opportunity of obtaining a view of the grander mtn.-ranges and peaks of Norway.

Above the Noresund the lake widens, and the *Blodfjeld* (2965 ft.) will be seen. After several stoppages, the str. reaches the end of its voyage at

Gulsvik, ✻ at the outfall of the *Hallingdal* river. The *posting-stat.* (good night quarters) is about 1½ kil. from the pier. The ascent of the Norefjeld may also be made from here. Driving up the valley of the Hallingdal along a level road, the stage ends at

Aavestrud (*Flaa*) (14 kil.) Good quarters, and also at *Vik* (10 kil. from Gulsvik). Between this and the next stat., the river expands into lakes, on the largest of which (*Bromma*) is

Börtnæs (17 kil.) Beyond, the road is partly hewn out of the side of the *Beia* mtn., high above the lake. Passing the District *ch.*, the horses are pulled up at

Næs ✻ (11 kil.) Good quarters. Recommended to those who push on from Gulsvik (in about 5 hrs.) This hamlet is the administrative centre of Hallingdal, with a gaol and many shops.

[On the reverse route, the river can be descended hence to Gulsvik by boat (without danger when the water is not low) in about 3 hrs. (8–10 kr.) There are mtn.-roads hence to *Valders* (about 1 day), to *Numedal* (6–8 hrs.), and, without a guide, to Lake *Spirillen* (1–2 hrs.) Trout-fishing on the latter track, in *Ströen* lake (*sæter quarters*). A road and path also lead (W.) to the *Tunhövd* fjord (7 hrs.)]

Keeping along the rt. bank of the river, and passing a saw-mill at a picturesque spot, a bridge (about 9 kil.) is crossed, and the l. bank gained. The valley begins to open out, and soon the river will be seen to take an abrupt bend to the W. A short distance in that direction is *Rolfshus* (a favourite stopping-place), where a Landhandler (store-keeper) provides excellent quarters, good *trout-fishing*, and the means of making excursions in pursuit of pretty views. Close is

Viko (*Gol*) stat. (20 kil.), prettily situated. Good *trout-fishing*, both in the river and in the *Tisleifjord*, a large mtn.-lake, about 15 kil. N.

[A mtn.-path connects the stat. with the Valders route, which can be joined hence in 12 to 16 hrs., passing the *Tisleifjord* (13 kil. long), which is crossed in a boat. About half-way (in time) a bridge spans the *Strandefjord*, on which is *Ulnæs ch.*, whence *Fosheim* and *Fagerlund* (on Rte. 8) are severally 7 and 8 kil. distant.

At Viko, a road (64 kil.) branches off to *Torpe* (well-preserved *stav ch.*), *Aal*, and *Hol*, and terminates at *Gudbrandsgaard*. Mtn.-paths thence to the N. end of the Hardanger (to *Ose*), and to the southernmost arm of the Sogne (*Aurland*). Grand mtn. scenery.]

The road soon leaves the Hallingdal river and ascends the *Hemsedal*, or valley of the *Hemsil*, which, at the point where it is crossed, forms a waterfall, and joins the main river. A steep ascent is made up the long zigzags cut out of the *Golsbakke* (which a pedestrian can avoid by taking the old road). The site of the old *Gol stav ch.*, now near Christiania, and replaced locally by a new one, will be seen half-way up. On the l. rises the *Skogshorn* (5641 ft.), the road running up a pretty pass. Passing over to the E. bank of the Hemsil, and driving through a somewhat monotonous tract, the end of the stage will be at

Kleven (in *Gol*) (16 kil.) Tolerable quarters. Scenery uninteresting.

[At *Etre* (4 kil.) 2 mtn.-paths will bring the pedestrian into the Valders route in 12 to 14 hrs.]

The *Veslehorn* rises to the l., and from it falls the *Hornsfos* in 4 streams, which are very pretty in the early part of summer. Passing *Hemsedal ch.*, and crossing over the *Trömselv*, the halt will be at

Fauske (*Tuf*) (20 kil.) Comfortable quarters. Good *trout-fishing* in the 2 rivers close to the farm, and in a lake 6½ kil. distant. Good *reindeer-shooting* in the district. Between *Grøndalen* (rt.) and *Mörkedalen* (l.) rises the *Karistölberg* peak in solitary grandeur.

[Road and mtn. paths to *Nystuen* on Valders route in about 16 hrs.]

Hence the road ascends steeply the Mörkedal, a desolate but grand-looking valley. A little beyond this stat. the Hemsil forms to the l., close to the road, the pretty *Rjukande* (steaming) *fos*, of no great height, and which can be reached by a path made and maintained by the Norwegian Tourist Association. This fall must not be confounded with the great and the small Rjukan falls in Telemarken. In about 3 hrs. (the stage being a long and difficult one) the traveller reaches

Björberg (20 kil., pay for 30 to Tuf). Although as yet only a solitary *hospice*, with dreary surroundings, the accommodation is neat, clean, and comfortable. It lies 3323 ft. above sea-level. Good centre for *reindeer-shooting* and *trout-fishing* close by.

[The *Björbergnut* (5750 ft.) can be ascended in 2 hrs. *Nystuen* (on Valders route) can be reached, *viâ* the *Eldrevand*, within a day. *Maristuen* (on same route) is 22 kil. distant by a mtn.-path.]

After passing many *sæters*, a pillar will be seen (about 7 kil.) marking the boundary between the "Stifts" of Christiania and Bergen. It is erected on the *Eldrehaug*, a remnant of moraines of the glacial period, and which forms the watershed between the Drammen and the Sogne fjords. The road, more level, runs along the shore of the *Eldrevand*, affording a view of the *Jukelegg* (6288 ft.) At about 10 kil. the summit of the road (3788 ft.), the highest in Norway, is surmounted. After a rapid descent, and crossing *Draugheller* bridge, the traveller alights at

Breistölen (15 kil., pay for 22). Comfortable mtn. quarters, with *reindeer-stalking* facilities.

From this stat. the river is kept to the l. At a steep part of the descent (partly in zigzags) at *Berstölen*, the *Berstölfos* (worth seeing) is a few minutes' walk (rt.) from the road (from which it is not visible). Scenery on this stage exceedingly wild and grand. Descending at last a long hill, to *Borlo* bridge, the traveller joins the Valders route at

Høg (12 kil., pay for 15). (See Rte. 8 for continuation of journey to Lærdalsören and Bergen.)

ROUTE 10.

CHRISTIANIA TO BERGEN, *viâ* LAKE SPIRILLEN, VALDERS,[1] AND LÆRDALSÖREN.

(By rail, str., and road.)

[The map will show that, after leaving the rly. from Christiania, this route lies between the Randsfjord and the Kröderen lakes, and joins the main Valders rd. at Frydenlund stat. The road from the head of the Spirillen (or Sperillen) is not, however, so good as that from the 2 other parallel lakes. It will be taken chiefly by those who are already acquainted with the other routes. If the water be not low in the Spirillen (respecting which inquire at Christiania), the journey can be accomplished in about the same time as in Rtes. 8 and 9, in the following sections:

[1] Indifferently written *Valdres* or *Valders*.

	Dist. kil.	Time about	Cost kr.
Christiania to Heen, by rail (on line to Randsfjord) . . .	131	4½ hrs.	9.80
Heen to Sörum by str.	56	5½ hrs.	
Sörum to Frydenlund, by road . . .	51	2–3 dys.	42.
Frydenlund to Lærdalsören, by road . .	162[1]		
Lærdalsören to Bergen, by str.	230	20 hrs.	12.40
Total . .	630	4–5 dys.	64.20

The *posting-rates* are the same as in the 2 preceding Routes, but the number of horses (between the Spirillen and Frydenlund) is more limited.]

(For journey to **Heen** stat. see Rte. 8.)

A str. awaits the train on Lake **Spirillen**, and gives ample time for luncheon before embarking at the hotel, to and from which passengers are rowed in boats; and there is also a good *Restaurant* on board. In case of detention at Heen, a trip can be made to *Hönefos* (Rte. 7) by road (6 kil.), or by a path along the river-bank.

The str. ascends the *Bægna* river (locally called the *Aadals-elv*) between high and wooded banks. The first stoppage is at *Skollerud, Aadalens ch.* being seen to the rt. Soon after, the strength of the current and the windings of the channel give interest to the voyage, which is for a few moments interrupted at *Bergsund* farm, and again at *Flaskerud*. In 2½ hrs. from Heen, the rapid *Kongström* is encountered, the str. having some difficulty (aggravated by floating logs) in entering

SPIRILLEN, a pretty lake, about 26 kil. in length and 13 sq. m. in area. It lies 535 ft. above sea-level, and is considered to be more picturesque than the Randsfjord. The foot of the steep *Ramberg* (1690 ft.) will soon be passed (beyond *Viker* and *Enger*), and the course up the lake continued towards *Treknatten* fjeld (about 3900 ft.) in Hedalen, of which a view opens out. The str. next stops at

[1] Pay for 174 kil.

Næs (*Næsmoen*), at the head of the lake (to which there is a good road from Heen), and enters the *Bægna* river, *Næs* ch. being on the rt. against a background of mtns. Passing under a long wooden bridge, passengers are set down at *Granum* (4½ hrs.) A good station, reached by a good road when the str. proceeds no farther than Næs at low water.

[An interesting *Excursion* (11 kil.) can be made hence (or from *Sörum*, see below) to the *Hedalen stav ch.*, about 600 yrs. old, although the aisles apparently date from the 17th cent. It is connected with a tradition (current elsewhere in Scandinavia) relating to the Plague of 1349–50, when the entire valley is asserted to have been depopulated. A considerable time later, some hunters came across the ch., and found under its altar a bear, which they shot, and the skin of which is shown hanging on a wall. Its authenticity is, however, more than doubtful. There is some fine carving in the porch.

The *Treknat* (see above) can be easily ascended from this stat.]

Depth of water permitting, the str. proceeds through a tortuous channel marked out by poles. On the rt. will be passed the pretty *Fagernes* farm-house, and on the l. rises majestically the *Valdershorn*. Stemming next the *Valdersström*, the str., under favourable circumstances, reaches its destination at

Sörum. Good quarters. The excursion to *Hedalen ch.* may be made hence in about 7 hrs. Fine views on road. Here (if not commenced earlier) the posting begins.

[Bennett's carriages and carrioles (but few horses) available, even for the entire journey to Lærdalsören, &c.]

On the first part of the stage, up the Bægna valley, N. Hedalen *Ch.* will be passed, a road running off (l.) to the old ch. (21 kil.) above described. Beyond, the *Muggedöla* river is crossed, the stupendous *Morkollen* cliff being left behind. The road then runs across broad heaths, and, after becoming slightly undulated, brings the traveller to

Garthus (18 kil.) Thence it runs past the old *Storsveen* hotel (5 kil.), and, after surmounting a small hill,

crosses the *Hölera* river, which falls here into the Bægnaas a *fos*. The valley contracts between steep rocks, and the road leaves the rt. side of the Bægna over a bridge, beneath which is the pretty *Storebrufos*, close to

Fjeldheim stat. (17 kil.) Good quarters.

[Close to *Bang* ch., a little beyond the stat., on the l. bank of the river, is the *Kræmmermoen Pension* (worked in connection with that of *Breidablik*, Rte. 8). Near is a huge stone (*Kongsten*) in which inscriptions and effigies have been cut relating to various Norwegian kings, and to the artist himself (Ole Dönhaug, who died 1880). On the rt. side of the river, on an eminence (4 kil. from the stat.), is the curious old ch., newly restored, of *Renli*, attributed to the middle of the 13th cent. Its ground-plan differs entirely from that of other *stav chs.*, and its open roof has been, fortunately, preserved.

There is a good posting-road from Fjeldheim to *Jonsaasen Sanatorium* (9 kil.), and to *Sveen* stat. (see Rte. 8).]

The splendid new road runs along the Bægna, and from its highest point a view is obtained of the broad Valders valley. The summits of the Jotunheim mtns. enclose the *Östre Slidre* valley. A gentle descent is then made down the *Tonsaas*, and the views become more and more beautiful until the great Valders main road is reached at

FRYDENLUND (16 kil.) (For continuation of journey, see Rte. 8.)

ROUTE 11.

THE JOTUNHEIM.

This remarkable region was unknown to the outside world until 1820, but has lately become a favourite tourist-ground. (For a general geographical description, see *Introduction*: "Geography," &c.)

[The British tourist will more easily understand its limits by drawing a line from the head of the Lyster fjord branch of the Sogne fjord (Skjolden) S.S.E. to the N. end of the Aardalsvand, thence E. following the river, connecting this line with the Tyin lake; thence along the banks of this lake N.E. to Bygdin lake; thence follow Bygdin lake E. to its end, and turn N. to the E. extremity of the Gjende (or Gjendin) lake and follow the river Sjoa N.N.W. nearly to Björlstad; then turn W. to the Tesse vand and follow the Smaadal, which runs nearly parallel to the Vaage vand, but turns up N.W. towards Lom; then cross the watershed into the Böverdal above Röiseim; follow that valley and continue S.W. by the Fortunsdal to the starting-place at the head of the Lyster fjord. This will include an area of nearly 1500 sq. m. This space is occupied by an irregularly distributed group of mtns., with highland valleys between them that radiate and zigzag in every conceivable direction. It is not a chain of mtns. nor the spur-lines of any chain, but a medley of mtns., valleys, tarns, torrents, and glaciers, including the highest peaks of the Scandinavian penin. The mtns. are designated, according to their shapes, as "*Tind*" or "*Pig*" (peak), "*Næb*" (beak), "*Horn*" (horn), "*Hö*" (high plateau), "*Nos*" (nose). The intermediate tarns, or lakes, are, as in other parts of Norway, indifferently indicated by the terminal of "*Vand*" or "*Sjö*," the glaciers as "*Brœ*" (pl. *Brœer*), and small accumulations of permanent snow or ice as "*Hul*" (pl. *Huller*).

The whole region is uninhabited excepting during the summer months, when certain oases of pasturage are denuded of their usual snow-covering, and the cattle are driven there, and cheese-making is conducted in the sæter-huts. These and the *Fjeldlæger* and

"*Tourist boder*" (wooden houses erected by the Tourist Association) are the only quarters obtainable. The "Tourist boder" have been greatly improved, and several of them afford good quarters.

The whole region is considerably elevated, is snowed up till about the end of June, and snow remains in all the shady hollows throughout the year. The valleys descend (but exceptionally) lower than 3000 ft. above the sea, and their upper gorges or connecting passes (*Band*), rising to 5000 ft. and more, are for the most part filled with perpetual snow.

There are, however, many true glaciers in the "Jotunheim"—*i.e.* valleys filled with blue crevassed down-flowing ice, the overflow of greater accumulations above. But these glaciers are generally inferior to those of the Jostedal and Folgefonn.

"Jotunheim," or home of the *Jotuns* (giants), is properly used as the name of this region or district, and "Jotunfjelde" for the mtns. of Jotunheim, Jotunfjeld being the singular. They include about 120 mtns., having an elevation of between 6000 and 8000 ft.; three-fourths of these are between 6000 and 7000, and the other fourth above 7000 ft. high. The highest is the Galdhöpig, 8397 ft., and the Glitretind is but 17 ft. lower, viz. 8380 ft. The heights of other mtns. will be given below. Some are snow-topped, but the majority culminate in dark rocky pyramids projecting above the surrounding snow.

All the valleys are paths of brawling torrents, or rivers of considerable width; the water of which, coming from the melting ice and snow, is always thick and muddy in the summer. These have to be crossed by wading or by stepping from boulder to boulder, or by the help of trunks of trees thrown across, excepting in the places where the Tourist Association has constructed bridges for the benefit of tourists. It is in the Jotunheim that the value of this excellent institution is best displayed.

Food should be carried. In the huts erected by the Association will be found cooking utensils and fuel; milk, cheese, and *fladbröd* in most of the seters.

Only a few years ago carrioles or any other wheeled vehicles could not be used in the Jotunheim. Some highways have now been constructed between the great lakes and in connection with the main posting-routes. But in general the pedestrian is paramount here. As Norwegian ponies are wondrous climbers, most of the following routes from place to place, and even some of the mtn. ascents, may be done on horseback, with occasional descent from the saddle at the steeper portions of a track.

None but experienced mountaineers should attempt any of the routes through this region without a guide. A compass is indispensable.

The usual fee for a guide is about 4 kr. per day. British and American travellers must remember that Norwegian guides are commonly landed proprietors, and not mere luggage-porters. They will carry a knapsack of moderate weight (up to about 20 lbs.), and exert themselves willingly to diminish the tourist's fatigue, but will not be imposed upon. If 2 tourists engage 1 guide, he will not carry the 2 knapsacks.

All the routes have been treated below, as they may be done by average pedestrians. A horse will in most cases traverse the ground a little quicker, but of course at a foot's pace.]

Approaches to the Jotunheim.

The irregular grouping of the mtns. and of the contingent network of the courses of rivers and valleys is so complete that it is not easy, or, indeed, possible, to divide this district into symmetrical main or branch routes, or to carry out any consistent principle in the arrangement of excursions. The following include the chief approaches to the wild snow-clad peaks and valleys in this generally described route:

A. From the Gudbrandsdal, by 3 different ways (Rte. 12).
B. From the Sognefjord (Rte. 26).
C. From the Romsdal (Rte. 12).
D. From Söndmöre (Rtes. 12 and 31).
E. From Valdres, by 2 different ways (Rtes. 8 and 10).

A. From the GUDBRANDSDAL.

(*a*) Viâ *Gausdal, Espedalen, Sikilsdalen* to *Gjende*.—The route branches off 6 kil. from *Lillehammer*, and turns to the l., crossing the *Laagen* river, and through the *Gausdal* valley, where clean accommodation will be found at the following stats.:

Diserud (12 kil.)
Veisten (15 kil.)
Moen (11 kil.)
Kvisberg (17 kil.) Hence a very bad road up steep hills to
Dalbakken (2 hrs.) Interesting *Cauldrons* at *Helvedeskjedelen*. At Dalbakken boats are always available for crossing over the *Espedalsvand* (1.60 kr. for 1 person or 1 kr. for each). In less than 4 hrs. the old *Nickel-works* will be reached. Thence another boat over *Bredsjöen* lake, to *Veltvolden* (1½ hr.), where a boat must be ordered for crossing the next lake. Beyond, ½ hr. walk, and then across *Olstappen* lake to the

small but good inn at *Haagaaöen* (5½ hrs. from Dalbakken). Thence it is a walk of 30 min. to the *Slangen* lake (quarters). The 2 lakes of *Slangen* and *Krokloen* are crossed in ½ an hr. The tourist then walks to *Hinögleli* sæter, and, crossing the *Hinögle* river to the *Flysæter*, thence through the beautiful *Sikilsdal* valley to the *Sikildalssæter* (good quarters), in 5–6 hrs. from Haagaaöen. (Horse to Gjendesheim, 6 kr.)

There is a track along the 2 small *Sikilsdalen* lakes (which can be traversed by boat), at the end of which a path leads up to a pass in the hills and down again. *Snehætta* is seen to the rt. Thence down and across the *Sjoa* river (new bridge, 1892), to

Gjendesheim, ✻ 5 hrs. from Sikilsdals sæter.

Another path leads from the pass down to the *Store Sjodalsvand*, which may be crossed by boat to **Bessheim.**

(*b*) Viâ *Vaage* and *Randsværk*.—From Rte. 12, 3 easy carriole-routes branch off W., converging at *Sörem* (good quarters):

1. From **Storklevstad**, through the *Hedal* (crossing the Laagen river at *Kolo Bro*), up to the excellent stat. *Björlstad* (29 kil.), with interesting wooden houses from the 17th and 18th cent. Thence a hilly road to

Snerle (17 kil., pay for 18 in the opposite direction).

Sörem (7 kil.) Near *Vaage ch.* and the *Vaagevand*. Near Sörem is the ancient estate of *Sandbu*, the seat of one of the chief families of the characteristic peasant-nobility of the Gudbrandsdal; now cut up into farms. *Haakenstad*, another estate in the neighbourhood of Sörem, is the seat of a peasant family of which the pedigree dates from the 15th cent.

2. From **Bredevangen** (or MOEN) a good road runs to

Aasoren (11 kil.)

Snerle (16 kil.)

Sörem (7 kil.)

3. From **Laurgaard** there is a hilly road over *Vaagerusten* pass to

Sörem (21 kil.)

From Sörem the road crosses the river *Otta* and then turns W. To the l. is *Klungnæs* farm. On the S. bank of the *Vaagevand* lies

Valle Ödegaard (10 kil.) No stat.; horses always provided from Sörem for the whole road to Besstrand sæter. Here the road to *Gjendesheim* branches off S. to the *Storvik sæter* (18 kil. from Sörem), a halting-place. Thence to the *Randsværk* sæters (11 kil.) (rest again). The road then runs over into the broad valley of the *Sjoa* (*Sjodal*) to *Hindsæter* (quarters), 18 kil. from Randsværk. In 1 hr. thence *Russlien* sæter is reached, and in 1½ hr. the *Besstrandsæter*, where the road ends. From this point the *Store Sjodalsvand* is crossed by boat (1¼ hr.), or by walking along its bank in the same time to

Bessheim. Good quarters; these are found also at *Bessesæter*.

From Bessheim, hilly path, in ¾ hr. to

Gjendesheim, splendidly situated at the E. end of the famous *Gjende* (Gjendin).

(*c*) Viâ *Röiseim*.—By the 3 previously mentioned carriole-routes to Sörem. Thence along the S. bank of the *Vaagevand* to *Valle Ödegaard*, and on to

Garmo (20 kil.) Then a hilly road to

Andvord (15 kil.) Curious old *Stav ch.* of Lom (see Rte. 12).

[The *Lomsegg* may be ascended from Andvord in about 4 hrs. Splendid view of the Galdhöpig and of the other mtns. of the N. branches of the Jotunheim; also of the Rondane.

From Andvord towards the S. the road runs up the narrow *Bövra*, along the icy *Bövra* river. The *Galdhö*, the massive base of the *Galdhöpig*, is well seen from a turn in the road.]

Röiseim ✻ (14 kil.) The best headquarters for the N. part of the Jotunheim.

B. From the SOGNEFJORD.

(*a*) Viâ *Lyster*, from *Skjolden* to *Fortun* and *Turtegrö* (Rte. 26).

(*b*) Viâ *Aardal*.—The *Aardalstangen* stat., at the head of the *Aardals-*

fjord, a branch of the great Sognefjord, affords a good starting-point for excursions in the Jotunheim. From Aardalstangen it takes 15 min. to reach the *Aardalsvand*, where boats are provided by the station-master of Aardalstangen. *Farnæs*, on that lake, where boats are always procurable, is reached in 1½ hr. A boat leaves Farnæs regularly in connection with the steamship routes *from* Aardalstangen. The environs of the Aardalsvand are grand.

From *Farnæs* a road leads up the valley along the *Aardöla* river to its junction with the *Store Utla* river, and farther along its N. bank. The *Aardöla* rises in Lake *Tyin*, and crosses down through a side valley, the *Moardal*.

[A mtn.-path leads from *Moen* along the *Aardöla*, with its brilliant waterfalls, to the neighbourhood of Tyin, and then S. to *Nystuen* on the Fillefjeld, in 10–12 hrs. (Rte. 8).]

The river is crossed in 1 hr. at *Utla* bridge, near *Moen* farm, and then the other bank is followed. At *Hjelle* the river is crossed again twice. The S. bank is then kept. Here is the celebrated *Vettisgjel* pass or cleft, through which only a path leads up along the river. The scenery is grand and wild. In the river the *Höljafoss* will be admired. Beyond is an ascent to *Vetti* farm, which is reached in 3 hrs. from Farnæs (night quarters). This is a good starting-point for the tracks to *Tyin*, *Bygdin*, and *Skogadalsböen*.

C. From the **ROMSDAL** (Rte. 12).

The Jotunheim may be reached from *Hoset* or *Mölmen*, by crossing the *Lordal* (valley of the *Lora*) to *Aanstad*, and then proceeding over Andvord to Röiseim. The most interesting track is that from *Mölmen* (horse, 10–12 kr.) Here the *Rauma* river is crossed. Then along the *Gröna* river, and in 3½ hrs. to a great plateau, with splendid mtn.-views. Thence in 2 hrs. to the summit, and down along the *Grove elv* to

Nysæter (3 tolerably good sæters), 7 hrs. from Mölmen.

From Nysæter a track leads up the mtns. on the S. side of the Lordal and, after the plateau has been reached, along several small lakes. The descent along the *Aura* river is very steep down to *Bakke*, the first farm in the valley, whence a primitive road runs across the river *Ötta* to

Aanstad stat. (14 hrs. from Mölmen).

The track from Hoset is more easy, since it runs up the Lordal along the river to *Nysæter* (5 hrs. from Hoset). The route from Nysæter to Aanstad is in both cases the same.

From Aanstad E. to
Andvord (11 kil.) and
Röiseim (14 kil.)

D. From the **SÖNDMÖRE** (Rte. 31).

From *Maraak* in the *Geiranger*, a new road leads over the mtns. to *Grjotli* (Rte. 12). From this mtn. stat. the distances are, to

Pollfossen (18 kil.), a new well-recommended stat. in pretty environs.
Linseim (19 kil.)
Aanstad (11 kil.)
Andvord (11 kil.)
Röiseim (14 kil.)

E. From **VALDERS** (Rte. 8).

(*a*) Viâ *Fagernæs*, *Beito*, *Bygdin*.—At *Fagernæs* stat. a road branches off to the rt., which afterwards leads up the hills along the *Neselv*. Beautiful views on *Sæböfjorden* (*Dövrefjorden*) lake, where already some peaks of the Jotunheim are seen behind the *Östre Slidre* valley. To the rt. is *Skrauthval ch.*, and to the l. a magnificent view of the lakes *Hovefjorden* and *Volbufjorden*, and of the surrounding mtns. The first stat. is

Rogne (17 kil.) Good quarters. In the vicinity a pretty view is obtained from *Öiangshöiden* (horse, 1.60 kr.) From Rogne hills are descended. *Storfossen* (a fall on the l., 5 min. from the road) is worth seeing. Beyond the river *Vindaaen* is crossed, where on the rt. the *Vindefos* is seen through the trees. Then the road

runs along the *Heggefjord*, at the S. end of which is the *Hotel Heggenæs* (recommended). Ascending long hills, over a rough road, the traveller reaches the curious old *Ch.* of *Hegge*. On the l. are several small lakes. The river-bank is next followed to the stat. of

Skammestein (17 kil.) View of *Kalvaahögda*. Thence a drive along the *Hedalsfjorden* and *Öiangen* lakes to

Beito (11 kil.), where as yet the road terminates. (Guide from Beito to *Raufjordheim*, 2.50 kr.; with horse, 5 kr.; to *Gjendesheim*, 5 kr.; to *Bessheim*, 5.50 kr.) There are only mtn.-paths beyond.

From Beito a track runs up the hills through small birches and across long fens to the *Bitihornsæter* (3763 ft.) The *Bitihorn* rises on the l. To the rt. the track leads to *Vinstervand* and *Gjendesheim*; to the l., and a little down to

Raufjordheim, where quarters are obtainable for the night in the long, capacious hut of a mtn.-guide: on the E. shore of the *Raufjord*, an arm or eastern extension of the great *Bygdin* lake. There is a splendid view of the *Mugnafjeld* and the *Torfinnstind*. Good *trout* in the lake.

Charges: *Boat* to *Eidsbugaren*, 8.40–12 kr. (according to the number of passengers); to Nybod, 4–5 kr. *Guides* to *Hestvoldene*, 1.50 kr.; to *Nybod*, 2 kr.; to *Bessheim*, 4.50 kr.; to *Gjendesheim*, 4 kr.

[The **Bitihorn** (5275 ft.) may be ascended from here or taken on the way by ascending from the Bitihornsæter, and descended on the N. side to Raufjordheim. To the summit and back 5 hrs. The views to the W., S., and E. are very fine; but the N. parts of the Jotunheim are not well seen.]

(*b*) Viâ *Tyin*.—Between the stats. *Skogstad* and *Nystuen* a good road (6 kil.) branches off on the rt., and leads in long zigzags, with splendid views of the valley, of the *Suletind*, the *Jukulegg*, &c., up to the small *Jotunporten* pass, where a view opens of the lake **Tyin**. * This large and magnificent mtn.-lake is reached in a few minutes from the pass.

Tyin lake is 3620 ft. above the sea, and abounds in good *trout*.

Tourists can proceed hence by boat on the lake, or on foot or horseback along the E. shore of lake Tyin (a tedious journey) to

Tvindehaug (14 kil.; 3 to 3½ hrs.) Here a tourist-hut, where beds are obtainable, and good cooking, wine, meat, biscuits, &c. The scenery, which has been improving from the S. end of the lake, is here very fine. From the middle of the lake Galdhöpiggen is seen for an instant.

[*Skinneggen* (5150 ft.) should be ascended. It can be done in 2 hrs. from Tvindehaug, and will well repay the climber. The crags and glaciers of the W. Jotunfjelde, such as *Breikvamsæken*, just across the lake, the *Hjelledalstind*, and *Koldedalstind*, a little farther to the N.W.; the *Stölsnaastinder*, beyond and a little to the l. of the last-named; *Skagestölstinder* beyond again; the *Uranaastind* and the *Melkedalstind*, on the rt. of Koldedalstind; also the mtns. of the E. Jotunfjelde over the Bygdin, and far beyond the latter, as far as *Nautgardstind* on the N.E. and *Mugnatind* E.S.E. The descent can be made on the N. side, down to *Eidsbugaren* on Bygdin.]

From Tvindehaug travellers proceed by boat up the lake or on foot about ½ kil. farther to its N. end, and then by a new high-road over the isthmus to

Eidsbugaren * (6 kil. from Tvindehaug). Good head-quarters. Finely situated on the W. extremity of the lake.

Bygdin (see above).

TRACKS IN THE JOTUNHEIM.

A. BYGDIN Lake.
B. RAUFJORDHEIM, across VALDERSFLYEN to GJENDESHEIM or BESSHEIM.
C. BYGDIN to GJENDE, by the TORFINNSDAL and the SVARTDAL.
D. GJENDE Lake.
E. Ascent of GALDHÖPIGGEN.
F. Ascent of the GLITRETIND.
G. RÖISEIM to GJENDE, *viâ* SPITERSTULEN.
H. RÖISEIM to GJENDE, *viâ* SLETHAVN.
I. GJENDE to BYGDIN, by the AADAL and the GRÖNNEBERG.
K. BESSHEIM to SPITERSTULEN.
L. SKOGADALSBÖEN.
M. TVINDEHAUGEN to SKOGADALSBÖEN.
N. TVINDEHAUGEN to VETTO.

O. EIDSBUGAREN to SKOGADALSBÖEN.
P. GJENDEBODEN to SKOGADALSBÖEN.
Q. SPITERSTULEN to SKOGADALSBÖEN.
R. SLETHAVN to SKOGADALSBÖEN.
S. BÖVERTUN to SKOGADALSBÖEN.
T. VETTI to SKOGADALSBÖEN.
U. SKJOLDEN to RÖISEIM.
V. SKJOLDEN to SKOGADALSBÖEN.

A. Bygdin Lake.

3576 ft. above sea-level, and 25 kil. long (area 18 sq. m.), lying nearly E. and W., with low ridges on its S. side, and lofty mtns. on the N. The lake is in itself a beautiful picture in good weather as well as in a storm. Fine views of the mtns. are obtained from it—of the *Koldedalstind*, *Uranaastind*, and *Melkedalstind*, beyond its W. extremity. The *Svartdalspigge* and *Sletmarkhö* are seen through *Langedal* on the N. side, and, farther still, through *Torfinnsdal*, the *Knutshultind*. The *Torfinnstind* rises boldly from the shores of the lake between these 2 valleys. *Bitihorn* and *Skaget* are prominent at the E. end of the lake, where quarters are available at *Raufjordheim* (see above). There is a path along the N. shore which is somewhat level. It runs under the steep sides of the *Galdeberg*. The river *Breilaupa* is difficult to ford. Either this track or a boat brings the traveller to

Eidsbugaren (28½ kil. by water; 34 kil. by the shore). Inn very comfortable, situated at the W. end of the lake. Large boats with 2 rowers should always be engaged. From Raufjordheim to Eidsbugaren the time occupied is generally 7 hrs. Can be done in 5 hrs., but bad weather may lengthen the trip to 9–12 hrs., if the lake be passable at all.

B. Raufjordheim, across Valdersflyen to Gjendesheim or Bessheim.

In 6–7 hrs., cairns indicating wel the path.

From *Raufjordheim* a path leads E. and joins the direct track from *Beito*. Thence in 15 min. to the bridge over the *Vinstra* river, called **Vinsterbroen**. Immediately below this bridge the Vinstra, flowing from the Bygdin lake, falls out into the great **Strömvandet**. The path leads N. and leaves the lake, ascending along the E. to *Rypebæk*, up to the flat **Valdersflyen** plateau, where a splendid view of the N. mtns. opens, viz. *Synshorn*, *Kalvaahögda*, *Mugnafjeld*, *Glitretind*, *Besshö*. Many other peaks are seen. It then runs along a series of cairns, erected by the Tourist Association, winding between the innumerable tarns (*Fisketjernene*) that cover the plateau, and afterwards down to the small pass of

Heimdalsmunden, or mouth of the Heimdal (3¼ hrs. from the Vinsterbro). To the rt. is *Övre Heimdalsvand*, a good lake for *trout*. (Along this and *Nedre Heimdalsvand* in 5½ hrs. to *Flysæter*, see p. 60.) From Heimdalsmunden the track runs towards the N., with the small heights of *Brurskankene* to the rt. Splendid mtn.-views here. It then descends the *Vargebakke* to the *Leirungen* tarn, where the *Leirungsbækken* brook is crossed; then to the l. towards the isolated *Gjendehö* mtn., and later past 2 small tarns to the rt. The banks of the *Sjoa* river are reached at *Gjendeosen*, where it flows out of Lake *Gjende*. Here a boat must be shouted for, and the river crossed to

Gjendesheim (p. 60), (6 hrs. from the Vinsterbro).

If the Leirungsbæk be not crossed, pedestrians can proceed until they reach the Sjoa river, and walk down along it to the *Maurvangen* plains, where the path from the *Sikilsdal* to Gjendesheim is crossed. Farther on, the river is followed to vre Sjodalsvand, where it is necessary to shout for a boat to Bessheim or Bessesæter. The lake is then crossed to

Bessheim (see above), (7 hrs. from the Vinsterbro)

C. Bygdin to Gjende, by the Torfinnsdal and the Svartdal.

[This is one of the finest routes (7 hrs.) in the whole of the Jotunheim.]

A boat must be taken from Raufjordheim (see p. 62), over the Bygdin lake to the mouth of the *Torfinnsdal* (3 hrs.) Thence, there is a short climb N.E. into the Torfinnsdal, turning later up the valley, on the western side of the river. Beautiful views of *Torfinnstind* (l.) and *Kalvaahögda* (rt.) Cross the river and reach the summit. Fine view of the *Knutshulltind* and of a great snow-hollow, *Torfinnshullet*, looking back. Then 2 tarns are passed on the L., and, surmounting the highest point, *Svartdalsbandet*, the *Svartdal* is entered. The view here commands the *Melkedalstind* (6905 ft.), the *Raudalstind* (about 7400 ft.) on the W., the *Skardalstind* (7212 ft.) N.W., *Simlehultind* (7163 ft.) N.N.W., the *Memuru* glacier and peaks around it N., and *Besshö* (7573 ft.) N.E. Close on the E. rise the *Leirungskamp* and Knutshulstind, between which is the *Övre Leirungsdal*.

[Ascending here to the rt., and crossing the pass into this valley, of which the stream bends northward through the *Leirungsmyr*, the E. end of the Gjende may be reached. This is a long walk.]

After passing the watershed, still keeping northwards through the deep and narrow *Svartdal*, which is followed to its outlet in the *Gjende*, at the foot of the *Knutshultind*, cross the Svartdöla river, and then follow the small cairns on its W. side, upwards (to the l.) on *Gjendebrynet*, not down to the rt. in *Svartdalsglupet*. The track runs almost straight down to the S. bank of the Gjende. The Gjendebod is opposite, and a boat to cross may be obtained by shouting for it.

D. The Gjende Lake ✻ (3323 ft.)

A wild mtn.-lake, with greenish water, 18 kil. in length. There are now 3 tourist stats. on its shores.

Notice the old stone hut or hospice, the old *Gjendebod*, ✻ and its bench the "*Gjendehunden*." This hospice was famous for "Gjendethe," an infusion of the dried leaves of the lily of the valley.

It takes 4–6 hrs. to cross the Gjende by boat.

From the lake several of the surrounding mtns. are seen in their entire height, but they do not look so majestic as when viewed from the heights. It is always best to take a large boat with 2 rowers, in anticipation of a possible sudden storm.

A walk (12–14 hrs.) along the N. shore of the lake is very interesting. (Guide, 4.80 kr.)

[Splendid *Excursions* may be made in the surrounding mtns. and glaciers. The following may be named:

1. From the Gjendebod.

(*a*) The SVARTDALSOXLI (about 5150 ft.), not the *Svartdalspig* (7116 ft.), but a northward shoulder of this mtn., may be climbed from the Gjendebod in about 3 hrs. The view from it has been described as one of the finest in the Jotunheim, but this is questionable. That from the *Gjendetunge* (5100 ft.) is perhaps equal to it, and the ascent is more easily made from the *Gjendebod*. Both views are remarkable for the grand display of the higher masses around.

(*b*) The MEMURUTUNGE (4975 ft.), commanding a splendid view northward of the glaciers of the *Memurutind* and its peaks beyond; southward of *Knutshul*, one of the characteristic snow-hollows of the Jotunheim, and nearly the whole of this magnificent region, should be ascended if possible. It is not difficult—easiest from the *Memurubod*. With a guide it may be ascended from Gjende, either up the *Bukkelæger* or from the *Storaadal*, and descended to Memurubod, in 6 or 7 hrs. Travellers may sleep here, or take a boat back to Gjende, or to the E. end of the lake and back. To ensure the latter, it is better to order the boat from Gjende before starting; or by taking the boat, and starting from the Gjendebod. This is the easiest.

2. From the Memurubod.

(*a*) The MEMURUTUNGE (see above).

(*b*) Across the glaciers of Memuru (*Memurubræen*) and of Heilstugu (*Heilstugubræen*). In some years this is a difficult and dangerous passage, in others no risk is incurred. It takes 8½ hrs. to walk from the Memurubod to Spiterstulen.

3. From Gjendesheim or from Bessheim.

(*a*) The BESSHÖ (7580 ft.) is ascended by following the N. bank of the *Bessa* river to the *Besstrandfjeld*, and proceeding up the long *Bessfjeld* ridge, which (round the *Besseand*) leads up the summit.

(*b*) The BESSEGG is ascended by taking the S. bank of the *Bessa*, and then keeping to the L., following the small cairns up to the *Vestefjeld* (5763 ft.) By following the highest ridge of this mtn. W., the climber reaches the steep and narrow *Bessegg*, the ledge separating the *Gjende* from the *Bessvand*. This point may be made in 7–8 hrs., up and down. It takes ½ hr. to cross the ledge. Only those not subject to giddiness should take this highly interesting trip, which may be extended to the Memurubod and, across the Memurutunge, to the Gjendebod (14 hrs.)

The view from the summit of the ledge is wide and brilliant, enclosing the Besshö, the Uladals and Raudalstinder, the Snehultind, the Knutshultind—all surrounding the greenish lake of Gjende, which, seen lying at the bottom of an immense cleft, is surveyed in its entire length.]

E. Ascent of GALDHÖPIGGEN.

As this is the highest mtn. in N. Europe, and its ascent from Röiseim presents no serious difficulty, most tourists who have

come for the purpose of climbing in the Jotunheim, will not fail to attempt it if the weather is favourable. The climbing can be undertaken from *Röiseim*, from *Spiterstulen*, and from *Slethavn*.

1. As Röiseim is 1860 ft. above the sea, and Galdhöpiggen 8397, the actual ascent is but 6537 ft., for which 8 or 9 hrs. should be allowed, or 12 to 14 for going and returning. As a glacier has to be crossed, a rope should be taken, and the usual precaution of proceeding in single file, with the rope attached to the first and last, the others holding fast, or also attached, should be adopted. An ice-axe and Alpine stocks should be carried.

From Röiseim follow the high-road till near to the new *Galde kirke*, then turn to the l. by a steep winding path to *Rauberg* sæter, 1½ hr. Then a long walk over *débris* and snow to a glacier, which may be either crossed (the rope being used) or skirted by a stony track along the E. shore. In a hollow to the rt. is the glacier lake of **Gjuvbræen**, a tarn with floes of ice floating on it. It is about 7200 ft. high, the highest lake in Norway. The local guide *Knut Vole* has erected a good hut here (*Gjuvvashytten*), with accommodation for the night, meals, &c. Enlarged 1892. Moderate charges. The summit peak which rises from this glacier is a dome, with dark and nearly vertical precipices on all sides but one, and this is a snow-slope which has to be climbed. The axe and Alpine stock are useful here.

The view from the summit is magnificent, dominating all the peaks of the Jotunfjelde, the nearest of which is the Glitretind, only 17 ft. lower. Skagestölstinderne, the highest peaks of the Horungerne, stand up steeple-like on the W. The snow desert of the Jostedal stretches out on the N.W. horizon; the Dovrefjeld, with Snehætten, on the N. and the pyramidal Rondane far in the E. Peaks and precipices of dark rock stand up in strong contrast from amidst the bright glaciers below. On the summit is a hut for shelter.

2. From *Spiterstulen* (see p. 66). Shorter, but steeper ascent. First cross the Visa (bridge), and then up the edge of *Sveljenosi* to the summit.

3. From *Slethavn* (see p. 67). Still shorter, but steeper.

From Spiterstulen, a direct path leads to *Gjuvvashytten*; good for the combination of the routes.

Guides from Röiseim or Spiterstulen, 5 kr. Additional charge of 2 kr. for each member of a party.

F. Ascent of the GLITRETIND (8380 ft.)

This is best made from Röiseim, commencing with a walk of 3 hrs. through the pleasant beech-clad valley of Visdal, till the junction of the *Glitra* river with the main stream is reached at an altitude of 3200 ft. The ascent is then commenced between the *Glitra* and *Skauta* rivers, the first 2000 ft. over a steep grassy slope, then over *débris* on the Glitterhö, or up a species of gully, to the l. of Glitterhö. The last 1500 ft. of ascent is up the snow-cone of the summit, and free from danger if proper precautions are taken to avoid the precipice on one side. An ice-axe is useful, as some parts of the cone are slippery, and with its aid steep slopes may be ascended. The upper part looks down upon a huge semicircular cavity, 2000 ft. deep, with 2 large glaciers at the bottom. Mr. Cecil Slingsby, who in 1875 ascended with his sister, thus describes the view from the summit:[1] "The principal points of interest were the view of Galdhö, with its little ice-covered mtn.-tarn and large snow-fields. N.N.E. was Snehætten, a tame-looking mass. Lodalskaupen far away to the W. A little N. were seen some of the more prominent Romsdal peaks. From here, the sharp-peaked Horungtinder looked thoroughly Alpine in character, although a portion of the range was hidden by intervening peaks. The noble eccles. mtn. *Kirken* showed out to perfection, its dark form contrasting grandly with the snow and many glaciers around. Beyond Kirken were to be seen many other fine mtn. masses. Unfortunately for Glitretind, the great range of the peaks of the Galdhö shuts out many curious and fantastic peaks (*Smörstabtinder*), whilst the wretched *Leirhö* completely conceals many of the most enchanting peaks of the Jotunheim. The view E. is of extreme desolation: black moorlands for miles, which, however, form a variety from what is seen from Galdhötind, as the main thing that impresses the successful climber on the latter is the immensity of the Norsk snow-fields, as little else besides snow and ice is seen."

The descent may be made to *Visdals sæter* in about 3 hrs., from which Rte. G. may be taken.

G. Röiseim to Gjende, *vid* Spiterstulen.

13 kil. A very interesting walk. This route runs directly N. and S. through the middle of the northern parts of the Jotunheim. Several of the highest peaks are seen, and may be ascended in very little time. Spiterstulen is commonly used as a stat. for the night.

From Röiseim, in grand environs, to the l., along the river *Visa*, which is crossed by a bridge. Then up the *Visdal* (valley of the Visa), which rises rather precipitously, to the bridge over the *Gokkra*, where on the l. will be reached the

Visdals sæter (6 kil.), 2956 ft.

Here a path to the *Smaadal* branches off to the l. When turning due E., and proceeding up the *Gokkerdal*, the 4 *Uladalstinder* (the highest 5703 ft.) are finely seen rising from the Visdal. Higher up the valley a fine view

[1] In the *Norske Turistforenings Aarbog*, 1875.

is obtained of the *Hestebræpiggene* (7088 ft.) and the 3 Galdhöpigge side by side.

From the *Laushö* both Galdhöpiggen and Glitretind are seen to perfection. This mtn. stands to the N. of the valley, and is easily ascended. It has 3 summits, E., W., and central; either may be ascended from Visdals sæter with little difficulty: the W. is the easiest. Height of E., or highest, 6715 ft.; of the central, 6583 ft.; W., 5829 ft. Those who have climbed all 3 pronounce the view from the W. equal to the others.

Glitretind may be ascended from here (see F.) By starting early from Röiseim this may be done, and the sæter reached again in time for a long night's rest.

From Gokkerdal the tourist can go on E. to the top of the pass, where he will turn (rt.) to *Finnhalsen* and then descend into the *Smaadal*. There is a path from *Smaadal* over the *Smaadalsæter* and *Smördalsæter* to *Tesse vand*, and farther to *Randsværk*, on the road from Vaage to Gjendesheim. Long and tedious.

Proceeding from Visdals sæter (l.) the path descends the hill-side to the bottom of the dark, narrow, and luxuriantly wooded valley. Bridges and trunks of trees are thrown across the principal tributary streams at *Smiugjela* and *Grjota*. Beyond this, to the rt., is the *Gauparsæter* (3193 ft.) on the other side of the Visa; thence cross the rivers *Glitra* and *Skauta* (3½ hrs. from Röiseim). Here the limit of the birch is reached. To the rt. is *Styggebræen*, the glacier from which Galdhöpiggen rises. Then over the small *Spitra* river to the tourist-stat. of

Spiterstulen (1½ hr. from Skauta), * with accommodation for the night.

[The *Skauthö* (6675 ft.) may be ascended from the sæter in 3 to 4 hrs. by following the *Skauta* torrent-valley, from which are fine views of the peaks and glaciers of the *Ymesfjelde*. The summit commands these, and also the sharp peaks of *Kvashö*, the *Veo* glacier, which is very fine, and *Leirhö* (7885 ft., the seventh in rank of altitude). Glitretind is not well seen.

Galdhöpiggen may be ascended from here without crossing the large glacier. Up and down in 6–7 hrs. Three successive peaks have to be climbed.

Heilstuguhö may be ascended in 6–7 hrs. up and down.]

Still ascending the valley, the tourist will see the *Bukkehulslöft* ravine, through which (rt.) the *Tveraabræ* and *Svelnaasbræ*, 2 of the Ymesfjeld glaciers, are visible, and the 3 *Galdhöpigge* above all. Looking straight up the main valley is seen the *Heilstuguhö* (about 7200 ft.), and a little rt. the *Uladalstinder* (the north-westernmost of the 4 peaks, 7584 ft.) After passing the rough bridge over the *Heilstuguaa*, which flows from the *Heilstugu* glacier, between Heilstuguhö and Memurutinderne, the

Uladalsmund is entered, the wide pass which leads into the more narrow *Uladal*. This valley follows the S. course of the present route, and the Visdal, which is now left, turns westward towards the *Leirvand* and *Leirdal*.

[By following the Visa (wading occasionally) the foot of the *Kirken peak* (7068 ft.) may be reached and ascended, or by rounding the N. shore of the Leirvand the path is reached that proceeds northward down the Leirdal and southward over *Högvaglen* to *Langevand*, whence, following the N.E. bank of the lake, it rejoins the present route at the *Storaadal* (see below).]

The path through the Uladal—which at last sweeps round the steep *Simletind* (7480 ft.), and commands fine views of *Skardalseggen* and the *Raudals* peaks to the S. and W., and then opens the Gjendefjeldene and their glacier—is tolerably good up to the first of the Uladal lakes, or *Uladalstjön* (5145 ft.); after this, when the highest point of the pass, the *Uladalsbandet* (5703 ft.) is passed, the descent (to the rt.) is over rough ground, snow and rock fragments, passing along the *Simlebræen* glacier and the S. Uladals lakes (5125 ft.) On the descent, the *Langevand* is seen on the rt., at the end of which the path leads down and then continues to the tarn,

Hellertjern, where the track improves, and follows the roaring waters which tumble down in the *Hellerfos* towards

Storaadal, where the troublesome *Simlead* has to be crossed. The track down this valley is better, although some small lateral streams have here to be crossed on the way to

Gjendeboden, at the W. extremity of Lake *Gjende* (8 hrs. from Spiterstulen).

H. Röiseim to Gjende, *viâ* Slethavn (14 hrs., on foot).

This route is not so direct as the above, but has the advantage of an easier beginning. The journey may be broken at Slethavn, where there is fair accommodation.

The first 6 kil. of the road run up the Böverdal, past *Galde ch.* The wide wooded valley of Leirdal is then ascended by a path on the E. bank of the stream to *Elvesæter* farm, where it crosses by a bridge, and follows the W. bank as far as *Ytterdals sæters* (3000 ft.), where good mtn.-quarters are available. The situation is very fine on the flanks of the *Galdhöpig*, with the round snow-clad *Loftet* or *Veslefjeld* rising farther S. from the opposite side of the valley.

This mtn. (7318 ft.), commanding a grand panorama, may be easily ascended from here.

A track branches off W. over the *Bövertjærnhalsen* to Skjolden on the Lyster fjord, and skirting the Bövertun vand proceeds to Fortun on the Lyster fjord (see S.)

Above the Ytterdal sæters the track leads over a bridge on the E. side of the *Leira*, where it turns up the upper Leirdal. On its ascent the valley becomes treeless, and more and more desolate, the path keeping the E. bank of the river, between the *Skarstind* (7886 ft.), one of the peaks of the *Ymesfjeld* group, to which the Galdhöpig also belongs, on the E., and *Veslefjeld* and the *Smörstabstind* (about 7500 ft.), with its glacier, on the W.

In order to avoid the glacier-river *Illaaen* (*i.e.* the bad river), there are 2 bridges over the Leira, by the first of which the W. bank is gained, and by the second the E. side, which is kept up to the sæter,

Slethavn (6 hrs. from Röiseim), with good and clean accommodation.* Galdhöpig can be ascended hence.

From Slethavn, in 1½ hr. up the valley to the

Leirvand (4932 ft.) There is a stone hut here. Then proceed, with the magnificent steeple-peak of *Kirken* (7068 ft.) on the l., and across the small bridge over the *Leira*; thence on the W. of the lake to the highest part of the route (5399 ft.) at the great cairn called *Högvaglen*, on a desolate fjeld, forming at once the watershed of the Leirdal, the Visdal, the Uladal, and the Storaadal. The *Horungtinder* are finely seen from here. A toilsome stony path passes to 2 tarns of the Högvagl (the *Högvagltjern*) to the *Langevand*, the E. shore of which is followed for 6 kil., between *Uladalstind*, N.E. (7584 ft.), and *Skardalstind*, S.W.

From the lower Högvagltjern along the *Langevand*, where the *Uladöla* river must be passed (can be troublesome), and thence to the *Hellertjern*, where the path from Spiterstulen is reached. Beyond, as described under G., to GJENDEBODEN.

I. Gjende to Bygdin by the Aadal and Grönneberg.

From the *Gjendebod*, over the bridge across the *Storaadöla*, and then proceed round the W. end of the lake to *Vesle Aadal*, and descend the slope to the N. bank of the river. To the l. are the mighty glaciers of the *Sletmarkhö*. Then ascend the valley W.S.W. up to a rough bridge. Cross the river by this, and follow the path, which presently bends a little more to the S., with the *Grönneberg* on the rt. The luxuriant pastures found here justify its name. A choice of paths is then offered. The easier is that descending at once to the Bygdin lake by a due S. course, crossing the small *Gjeithö* height, down the valley of the *Höistakka* river to its mouth on the N. bank of the lake. Then follow the path westward, skirting the lake, or take a boat (which may sometimes be had, but must not be relied upon) to *Eidsbugaren*.

The finest route is followed by ascending the *Gravafjeld*, after passing the pastures of Grönneberg. From the summit the mtns. and glaciers around are finely displayed—*Oksdalshö* and *Sletmarkhö* on the l.; the *Semmeltind* (7133 ft.) due N., and beyond it the glaciers of Memuru, flanked on the E. by the rugged *Tjukningssu* (7912 ft., and fifth in rank among the giants), and *Besshö* (7573 ft.), stretching far beyond in the same direction. The *Melkedalstinder*, N.N.W. (7105 ft.), the *Raudalstinder*, N. (7409 ft.), and *Skardalstinder* (7212 ft.), between and beyond the 2 last-named, are conspicuous objects. Other peaks are finely displayed. By a rather precipitous descent the l. branch of the *Gravabæk* is reached, and is followed to the N. bank of the lake. Then cross the *Mjölka* (the "Milky" river) and proceed along Lake Bygdin to

Eidsbugaren (see E.)

K. Bessheim to Spiterstulen (in 10 hrs.)

The traveller walks first along the N. bank of the *Bessa* up to the *Besstrandfjeld* plateau, with the Bessfjeld and the Besshö to the l.; then from its highest point (4495 ft.) down to the *Russvand* (4085 ft.), which is reached at the end from which the *Russa* issues. A bridge over that river (lower down) will be ready in 1892. After crossing the Russa, the track runs to the l., and (in 1 hr.) along the lake, towards the *Blaatjernaa* river, where an ascent is made to the rt. To the l. are the *Tjukningssuen* and *Memuru* glaciers, also the *Blaatjernhulbræ*. The summit becomes flatter. The track leads to the rt., through a small pass, and then down into the broad *Veodalen* valley, where it turns upwards to the l., to the *Veobræ* glacier. Just below this the *Veo* river is crossed, and thence is a steep ascent to the highest point of the track, where it leads to the stony plateau of *Skautflyen*. On the l. is a greenish lake. Below this the Skauta river must be forded, and its S. bank followed to the precipices from which it tumbles down into the Visdal. Here the tourist descends directly to **Spiterstulen**.

If the Skauta be not forded, the N. bank is kept, and the track followed to the precipices, where a descent is made of the steep ridge between the Skauta and Glitra rivers into the *Visdal*, where the path from Röiseim to Spiterstulen is reached in 1½ hr. from Spiterstulen, and 3½ hrs. from Röiseim.

L. Skogadalsböen.

This is a centre of the W. part of the Jotunheim, and the best point for excursions in the wildest and grandest of its mtns. It is a *Hut* (good) belonging to the Norwegian Tourist Association, and is managed bya well-known guide. It can be reached in 1 day from Eide in the Lysterfjord, or from Aardalstangen. One day's walk also brings the tourist to Tvindehaugen, Eidsbugaren, Gjendeboden, Spiterstulen, Slethavn, and Bövertun. In the *Maradal*, below the Skagestölstinder, the Tourist Association has erected a small hut, as a refuge for climbers on the peaks and glaciers. The *Vormeli* sæter is also a good starting-point for excursions in the high mtns.

Store Skagestölstind (7720 ft.) is ascended from *Vormeli*; dangerous; 16 hrs. (up and down).

Styggedalstind is ascended in 12 hrs. (up and down) from *Skogadalsböen*.

Skogadalsnosi, with a brilliant view, is ascended from *Skogadalsböen*; easy work.

M. Tvindehaugen to Skogadalsböen (in 8 hrs.)

From Tvindehaugen a boat is taken across the N. part of Lake *Tyin* (see p. 62) to the outlet of the *Valdres-Koldedöla* river (45 min.), whence cairns are followed up the valley. To the l. will be seen a series of snow-clad mtns. with glaciers: *Breikvamsæken*, *Koldedalstinder*, and *Hjelledalstinder*. A small bridge over the river, now called *Uradöla*, is crossed, the name of the valley having also been changed to *Uradalen*. To the l. is the wild *Morka-Koldedal*, with the *Falketind*. The cairns run up the *Uradal*, along the *Uradalsvand*, where the high *Uranostind* is visible to the rt.

The cairns to the l. indicate the path to Vetti (see N.) The path to Skogadalsböen leads along the lake, and in 45 min. up to the *Uradalsbandet* pass, where it descends into another *Uradal*. The latter is a flat and grassy valley. Splendid view here of the entire group of the *Horungtinder* and the *Store Skagestölstind*. The *Uradöla* is then crossed. Higher up, the valley is filled up with immense boulders, the mighty remains of a convulsion that passed over a high peak that must formerly have existed to the l. The path here leads upwards to the rt., to avoid

the passage over and through the boulders. At last the traveller descends by some high precipices into the *Utladal*, where the path from *Vetti* (T.) meets. Thence the high cairns to the rt. are followed, a bridge over the Skogadöla passed, and the track pursued to

Skogadalsböen.

N. Tvindehaugen to Vetti (in 9½ hrs.)

The route is the same as in M. to the *Uradalsvand*, where the cairns are followed, slowly ascending (l.) to the *Smoget* pass, that leads into a narrow valley along the *Fleskedalsvand*. As this opens on the other side, a splendid view suddenly presents itself of the group of the Horungtinder. Descending into the *Fleskedal*, where the mighty *Stölsnostind* rises on the l. (1½ hr. from Smoget), a bridge leads over the river, the bank of which is kept to the **Fleskedals sæter**. Thence another bridge spans the *Fleskedöla* river. To the rt. a path runs over *Friken* to *Skogadalsböen* (T.) By following the path leading to the l., the Fleskedöla is again crossed, and in an hour the **Vettismork sæter** (2188 ft.) is reached. On the whole of the way there is a brilliant view of the *Horungtinder* group. The *Morka-Koldedöla* is next crossed just above the high **Vettisfos** (see Rte. 26). The latter may be seen by leaving the path and (only with great circumspection) following the river to the cliff, from which the fall tumbles. The outer parts of the mtn. are somewhat loose, and may some day break off. From the bridge over the *Morka-Koldedöla* it is only a few paces to the spot where the path leads down the *Vettisgalder*, along the cliffs, to

Vettisfos (260 mètres), one of the highest falls in Norway and in Europe, but has generally not much volume. A trip from Vetti to the foot of the fall and back takes 1½-2 hrs.

O. Eidsbugaren to Skogadalsböen (in 10 hrs.)

From Eidsbugaren the tracks M. and N. can be taken when passing over to the *Tyin*. Thence the route is along the N. bank of that lake to the outlet of the Koldedöla. This route takes 1½ hr. more time than the one from Tvindehaugen. Considerable time will be saved by taking the direct track from Eidsbugaren over the *Slaatafjeld* to the *Uradal*. The most common track is the following, through the highly interesting **Melkedal**.

The route runs at first along the shore of Bygdin lake to the outlet of the **Mjölka** (*Melkedöla*), where there is a primitive bridge; thence along the E. bank of that river, up the lower *Melkedal*. The river is soon left, and an ascent made to a small plateau with several tarns: *Melkehullerne* (the "Milk-holes"). The track then runs l. to the *Store Melkedalsvand*, surrounded by mighty peaks: the *Melkedalstinder*, and the *Melkedalsbræ* glacier, that comes down to the lake. In 1 hr. the foot of the first *Melkedalstind* is reached, and, beyond, the track runs to the highest point, the *Melkedalsband*, where the *Skogadöla* river flows to the W. Thence along 3 small lakes (*Melkedalstjernene*). Between the 2 first the river is crossed twice. The broad *Skogadal*, as this part of the valley is called, is then traversed in 2 hrs., with a splendid view of the Horungtinder, to

Skogadalsböen.

P. Gjendeboden to Skogadalsböen (in 10 hrs.)

From the *Gjendebod* the **Storaadöla** is crossed, and beyond the *Veslaadöla* is followed up to the ridge behind the *Gjendetunge*. Thence the track runs to the *Snehultind* (6254 ft.), where the *Raudal* valley opens. The *Grisletjern* and *Raudalsvande* tarns remain on the rt. Thence along the river to the *Raudalsbandet* pass, where the S. bank of the *Raudöla* is kept and followed to *Raudalsmunden*. Here the valley unites with the *Utladal*. Descending into the latter, where the path meets the track from

Spiterstulen to *Skogadalsböen*, the traveller soon reaches
Skogadalsböen.

Q. Spiterstulen to Skogadalsböen (in 10 hrs.)

From Spiterstulen the same track is followed as to Gjende (G.) up to the *Uladal*, where the *Uladöla* river is easily passed. The *Visdal* is then followed farther up, turning to the rt. The *Visa* is next crossed. Splendid view of *Kirken*, *Tverbottenhornene*, and other peaks, with the *Visbræ* glacier. Skirting a small tarn, the small river is crossed. Thence again past 3 tarns (l.) Crossing again the same river near its outlet in the *Leirvand*, the track runs to that small lake, where the track H. joins. This is also crossed. The track then passes *Leira* by a small bridge and turns upwards to the rt. across a small height, and then descends into the *Gravdal*, as the upper part of the valley of the Utla river is called. The Gravdal is next descended. At *Sandboden* a small river is crossed, which flows from a glacier on the rt. The track continues farther down the valley to the junction of the Raudöla with the *Store-Utla* river, which is here crossed by a bridge. In 1½ hr. more along that river the traveller gets to
Skogadalsböen.

R. Slethavn to Skogadalsböen (in 7½ hrs.)

The track from Slethavn to the Leirvand is as described in H. Beyond, the route is described in Q.

S. Bövertun to Skogadalsböen (in 7 hrs.)

From Bövertun the tourist takes the track described under U. to *Krosshö*, where the *Vetle-Utla* valley branches off to the l. That valley is followed, and the *Steindöla* and *Kongsdöla* crossed down to the *Store-Utla*. The latter is kept to *Guridalsstölen*, where there is a bridge, which is crossed to
Skogadalsböen.

T. Vetti to Skogadalsböen (in 6 hrs.)

The route from *Vetti* to the *Fleskedalsæter* has been described under N. Thence the track runs to the l. along the cairns up to the *Friken* (4650 ft.), with one of the finest views in Norway. The descent from this mtn. leads to the *Uradal*, where, after crossing the *Uradöla*, the track meets M., and then ascends the Utledal to
Skogadalsböen.

U. Skjolden to Röiseim.

(2 days; horses and guides at *Fortun* and *Röiseim*.)

(From *Skjolden* to the tourist-stats. at *Turtegrö*, see Rte. 26.) From Turtegrö a path branches off to *Skogadalsböen* (rt.) From *Turtegrö* the track runs to the l. up the **Dölereset** to **Oscarshoug** (3723 ft.), where an inscribed stone commemorates the visit of King Oscar II. in 1860. There is a brilliant mtn.-view thence to the S.

To the rt. is the **Fanaraak.**

From this point the vegetation becomes scanty, and finally ceases as a stony upland is reached, covered with bare loose rock and with patches of snow here and there. All traces of paths are lost, and the traveller must scramble over the huge boulders, guided by the cairns (the piles of stones surmounted by poles marking the route). This tableland forms the summit-level of the *Sognefjeld*, or the *Dölefjeld*. After a long, slow, and gradual ascent along a sheep-path, the track turns to the l., leaving a huge glacier on the rt.; and crossing over the last stream running W., a small hut (*Herrevasboden*) is reached, about 3 hrs. from *Turtegrö*. From about this point, continuing to the N.E., the ascent continues to the *Krosshö*, where the track culminates. [Branch track to Skogadalsböen (S.) about 5084 ft.] From this point the descent commences. To the rt. is the great *Smörstabben* glacier with the *Smörstabtinder*

The JOTUNHEIM.
English Miles.
Hestbrapigge
Nyhus
Rödsheim
Baver E.
Galde
Baverdalen
Lauvhö
Gokkerdal
Viadal Sæter
Troldstenshö
Smaadalen
Rinda E.
Fuglehö
Sjoa E.
Ridderspranges
Sjugardsjöpig 1443
Sulhejmsæter
Grönbod
Vedalen
Glittertind 2553
Bergenusbod
Kyashö
Nautgars T. 2321
Hindsæter
Hindfly
Sjodalen
Refjeld
Grinningsdal
Ingulfs Sn.
Sikkildals V.
Aakre V. 61
Hindsæter
Russe Saubod
Russen Elv
Bessestrand Sæter
Rus Vand
Besho 2312
Bess V.
Vesle Fd.
Gjendesheim
Heimdalshö 1820
Heimdals V.
Östhö
Graahö 1747
Sand V.
Ström V.
Raufjord
Raufjords Hotel
Kalvaahögda 2195
Turfingsdal
Svartdals-pigge 2258
Svartdals-axli
Kuulshul T. 2274
Lenungsmyr
Valdersflyen
Ovre Leirungsdal
Gjendin Sjö 1010
Gjendinbod
Gjendetungen
Memurutungen
Memurubod
Tykningsuen 2412
Memurutind 2428
Heilstugubö 2412
Memurubrä
Leirhö 2402
Veo-brä
Steinbod
Skauthö
Skauthö
Glittertind 2553
Bergenusbod
Kyashö
Vesle Fd.
Sjodals V.
Gjendin Sjö
Gjendetungen
Gravafjeld
Galdeberg
Nybod
Volobod
Oxendalsnaasi
Volodal
Skineggen
Tvindehoug
Tyin
Skogadalsnaasi
Skogadalsbøen
Melkedals T.
Skogadalen
Skogadalsmelkedals
Uradalen
Uradals mulen
Uradals T.
Eidsbugarden
Koldedals V.
Koldedals T. 2042
Hjelledals tind
Breikvam Sækken
Stölsnaas tind
Vettismorka
Vettisfos
Vetti
Utladalen
Utladalen
Maradal
Muradu
Afdal
Langedal
Bottennaase
Hjelle
Moen
Midnaase
Aare Sr.
Stokke Sr.
Langedal
Berdal
Fortun
Berge
Oscarshoug
Helgedal Sr.
Keiseren
Guridal Sr.
Horungerne Mts.
Skagastölstind 2400
Vormelid
Austabot T. 2201
Rungs T. 2004
Skaale V.
Dolefjeldet
Storebjörn 2226
Smörstabbræ
Vesleffield 2230
Liabræ-kulen 1850
Vettedalen
Maradal
Hestbrapigge
Höidals V.
Bæverdalen
Bæverdalen
Rusten
Yttertal Sæter
Galdhöpiggen 2560
Leirdalen
Kirken
Höevagelen
Uladals-tinder 2318
Langedalen
Kirken
Vaudalen
Mandalstinderne
Skarvdals T. 2195
Skogadalsnaasi
Skogadalsbøen
Melkedals T.
Gravafjeld
Gjendetungen
Vesle Svartdals axli
Langedal
Boisdalen
Gronnebergsletmarkhö 2258
Svartdals-pigge 2258
Turfingsdal
Kalvaahögda 2195
Ovre Leirungsdal
Lenungsmyr
Valdersflyen
Gjendin Sjö
Gjendinbod
Memurutungen
Memurubod
Tykningsuen
Vesle Fd.
Besho 2312
Rus Vand
Bess V.
Sjodals V.
Gjendesheim
Heimdalshö 1820
Heimdals V.
Östhö
Graahö 1747
Sand V.
Ström V.
Raufjord
Raufjords Hotel
Kilometres
0 5 10
T. Td. Tind = Peak. Sr. Str. = Sæter. V. Vand = Lake.
The heights of Mountains are in Metres.
London, J. Murray, Albemarle Str.
F. S. Weller.

peaks (7510 ft.) After passing through a wild cleft between the mtn.-peaks, with rocks strewed about in chaotic confusion, a narrow, shallow valley commences, in which *Dombrui* bridge is crossed where the *Domma* river flows through a subterranean channel.

After this the **Sæter Bövertun** is reached (sleeping accommodation).

From Bövertun the path continues E., crossed by numberless small streams trickling through the long grass, until, after skirting the S. side of a shallow tarn, the wild pass is at length traversed and the track turns off to the rt., and, crossing some low peaty ground, leaves the valley of the *Bövra*, and crossing to the rt. the pass of *Bövertjernhalsen* enters the valley of the river *Leira*, where (to the rt.) the upper *Leirdal* opens. Here is reached the track mentioned under H., which leads down the valley (to the l.) The path follows the stream and becomes less rugged, with the magnificent Galdhöpig range in full view to the rt.

A rapid descent leads, past *Elvesæter*, to the small white *Ch.* of *Böverdalen*, prettily situated close to the stream, and from this point the road is tolerably level and fit for a carriole. Less than 1 hr. beyond, or about 5 hrs. from Bövertun, is the pretty farm of

Rödsheim (Röisheim), 1810 ft. above the sea. Excellent accommodation and good food. The stat.-master is a good guide (4 kr. per day), and has made the ascent of *Galdhöpiggen* with several British travellers.

V. Skjolden to Skogadalsböen (in 10 hrs.)

(From Skjolden to Turtegrö, see U.) Thence the track is through the flat *Helgedalen* to the *Steindöla* (a rivulet which tumbles down from the heights of the *Fanaraak*). Crossing this and the next brook (*Skauta*), an ascent is made to the *Keiseren* pass (about 5084 ft.) On descending, the Store-Utla river is soon seen. The track runs down to the bridge across that river, and then to

Skogadalsböen.

During the descent a splendid view is obtained of the *Gjertvasbræ* and the *Styggedalstind*.

ROUTE 12.

CHRISTIANIA TO MOLDE, *vid* LAKE MJÖSEN, GUDBRANDSDAL, AND ROMSDAL.

(By rail, str., and road.)

[This is a route much frequented by those who elect to "carriole" either to Molde, by the fine Gudbrands and Romsdal valleys, or to Trondhjem, over the Dovrefjeld (Rte. 13). It offers great attractions, as the description of it will show. The several sections to Molde are as follows:

	Dist. kil.	Time about	Cost kr.
Christiania to Eidsvold, by rail	68	3 hrs.	4.80[1]
Eidsvold to Lillehammer, by str.[2] . . .	105	7 hrs.	5.55
Lillehammer to Veblungsnæs, by road .	273	2–3 dys.	52.00
Veblungsnæs to Molde, by str.	36	4 hrs.	2.15
Total . .	482	4–5 dys.	64.50

The posting-rate is 15 ö. per kil. exclusive of fees to drivers. Only 7 horses are kept at the stats., which are all fast (see *Introduction*), but more are obtainable. At an extra cost of about 15*s.*, a comfortable *carriole* can be obtained from Mr. Bennett, who also supplies *carriages* through his agent at Lillehammer, for the drive to Veblungsnæs, 150–200 kr. (less for a *tråille*). A *dil.* runs several times a week between those places, in 3 days. Fare 40 kr. Seats should be secured beforehand. Travellers in hired or posting conveyances should avoid stopping at the

[1] 1st cl.

[2] A rly. in construction from Hamar up the Gudbrands valley will, within about 4 yrs., result in a curtailment and modification of this route.

dfl. night stats. (Bredvangen and Lesjeværk, or at Kleistad and Holaker). If 5 days be devoted to this journey the halts at night are: Lillehammer, Listad, Dombaas, Stuefiaaten, and Veblungsnæs. Travellers more limited as to time, or wishing to go in advance of others, are recommended to push on to *Fossegaarden* instead of sleeping at Lillehammer.]

1. CHRISTIANIA TO EIDSVOLD.

The line (Trunk rly.) to Eidsvold was constructed in 1848–51 by an English company, and bears testimony to the engineering skill of Sir Morton Peto and his assistants. Its gauge is 4 ft. 7 in., subsequent lines being only 3½ ft.

Starting from the E. central stat. (*Öst Jernbane*) close to the Hull and London steamship quays, the train traverses the *Oslo* suburb (see Rte. 1), and runs through or stops at the following stats.:

Bryn (4 kil.), where industrial progress is indicated by several factories (matches, tiles, &c.) The rly. now skirts the *Ryenbergene*, and presents nothing of particular interest, excepting some examples of Norwegian pine-forests on the hill-slopes, and a somewhat fertile country, considering the latitude.

Grorud stat. (11 kil.), along a more level road.

Strömmen stat. (18 kil.)

Lillestrøm stat. (21 kil.) *Buff.* Junction with line to Kongsvinger and Stockholm (Rte. 3). A busy settlement of saw-mills, and timber-planing factories. Villas and cottages in marked and transportable parts supplied here. It lies on an alluvial plain, formed by the detritus of the *Glommen* river and the small *Nit-elv*, which runs out of Lake *Öieren* (l.)

[A str. daily on Öieren in connection with train to Sæterlandet.]

The train then traverses the uninteresting wide plain of *Romerike*, from which the distant mtns. of *Nordmarken* (Rte. 1) are visible.

Lersund stat. (27 kil.), crossing (beyond) the *Leira* river.

Frogner stat. (30 kil.) Ch. to l. A road and ferry (over the *Glommen*) hence to *Blaker*, 14 kil.

Klöften stat. (36 kil.) Mtns. seen W.

Trogstad stat. (45 kil.) Stat. for *Gardermoen* camp. Highest stat. (666 ft.) on this section of the rly., but an altitude of 15 ft. more is reached on the way to

Dal stat. (57 kil.) Scenery enlivened by villas.

[Good road to **Hurdalen**, and an old one to **Toten**.]

Hence the line runs along the small *Ris-elv*, as far as the *Löken* tunnel, shortly before reaching

Böhn stat. (62 kil.), where the bank of the *And-elv*, flowing from Hurdalen, is gained. This stream is crossed several times until it is left at a waterfall, near its rise in the *Vormen*. Running through another tunnel, the rly. journey terminates, unless travellers desire, exceptionally, to continue it to Hamar (Rte. 13), at

EIDSVOLD stat.* (68 kil.) *Buff.* Pleasantly situated on the *Vormen*, a broad, navigable river, flowing out of *Lake Mjösen*.

If staying at this place, as travellers in search of health and rest frequently do, the *Ferruginous baths* (see *Index*) can be utilised, the *Monument* to Wergeland (the poet and the discoverer of the springs) seen, and a visit paid to the *Eidsvold Værk* (Works), 6 kil. from the stat., where the Convention was held which drew up the Constitution of 1814 (see "Hist. Notice"). The portraits of those who took part in it are hung in one of the rooms of the unpretentious 2-storeyed wooden house, now State property. The hall in which the Convention met, and the pictures, will be shown by the custodian. A carriage will be supplied at the stat.

There is *grayling-fishing* (end of Aug.) at Eidsvold, and also at Minne (see below).

2. EIDSVOLD TO LILLEHAMMER.

From a pier close to the stat. a str. leaves daily, in connection with the morning train from Christiania, for Lake Mjösen. Excellent accommodation and food on board.

Ascending the *Vormen*, and affording a view (l.) of the summit of the *Skreifjeld* (2130 ft.) and of the *Misberg* (ascended in about 6 hrs. from Eidsvold), the str. soon reaches

Minne rly. suspension bridge (9 kil.), passing under which, against a strong current, it enters

LAKE MJÖSEN, 99 kil. long (141 sq. m. in area), and consequently the largest sheet of inland water in Norway. Its extreme breadth does not, however, exceed 16 kil. Its surface, at ordinary level, is 410 ft. above the sea, and near its W. shore and S. end, opposite the Skreifjeld, it is 1476 ft. deep, and therefore nearly 1066 ft. below the sea-level. Its depth is thus greater than that of the upper part of the Christiania fjord. It has several branches, all on the E. shore, the largest of them being nearly in its centre and the widest part, opposite the *Helgö* (Holy island). The streams and torrents flowing into it are numerous, but its principal tributary is the *Laagen* (pron. Logen), which falls into it at Lillehammer.

The scenery towards the lower end of the lake is more pleasing than picturesque. The hills upon the banks are rather low, and wanting in fine outline: on their lower slopes they are covered to the water's edge with woods of alder, birch, mountain-ash, &c., and are crested by forests of pine and fir. The farms on both sides are very numerous and substantial. Towards the head of the lake the scenery becomes finer and less tame; the hills increase in height and attraction.

The str. calls at a considerable but variable number of stats.

For practical purposes it will be sufficient to mention that in about 3 hrs, it stops at

HAMAR * (53 kil.) Pop. 4200.

[Rly. stat. on Christiania-Trondhjem line, Rte. 13.]

This town (the capital of Hedemarken prefect.) is pleasantly situated in one of the most fertile districts of Norway, and has thriven since the construction of the rly. It is the residence of a bishop and of the prefect of the Hamar "stift" (eccles. prov.) Anciently a market place (of an importance more legendary than real) known as *Storehammer* (burned and plundered by the Swedes in 1567), of which the site is a short distance to the N.W.

The see of Hamar was established in 1152 by Nicholas Breakspear, the first and only English Pope (Adrian IV.) He founded a cath. and several other religious establishments, which were all destroyed at the Reformation.

The ruins of the *Cath.* (the prettiest in Norway), consisting of a wall pierced by round arches, will be seen from the lake. Time permitting, they should be visited (about ½ hr. walk).

There are several Schools at Hamar, a Deaf and Dumb Asylum, an Art Association, Banks, and many Industrial establishments, including a Condensed-Milk Factory, worked with British capital.

The *Mesna-fos*, a very pretty waterfall, is within ¼ hr. walk of the town.

[A good road (60 kil.) runs hence to **Lillehammer**. It is being replaced by a rly. to Losna in Gudbrandsdal, 88½ kil.]

Hence the str. steers W., across the *Furnesfjord* (leaving the cath. ruins to the rt.), and, after passing between **Helgö** *island* (l.) and **Næs** *ch.*, where it stops a short time, reaches the second important landing-place of

GJÖVIK * (65 kil.), a pretty town of 1400 inhabitants at the mouth of the *Huns-elv*. The *Ch.* contains a good altar-piece by *Asta Norregaard*,

There are Saw and Planing mills, a Distillery, &c., and the trade of the place is not insignificant.

[There is a posting and daily dil. service (38 kil.) to and from **Odnæs** (Rte. 8), in connection with strs. on Lake *Mjösen* and the *Randsfjord*. Dil. fare, 4.50 kr.]

Crossing to the E. shore of the lake, the str. touches at **Heggenhaugen** and next at **Ringsaker**, where there is an old *Ch.* with a beautiful carved and gilt altar-piece of the 16th cent., from Antwerp. The lake now contracts, and, passing a small hill crowned with the ruins of **Haakon Haakonsön's** *Castle* on the Mjösen (13th cent.), and stopping at a couple of other stats. (*Biri*, with glass-works close by, and, 90 kil., **Frengstuen**), the str. (in 2½ hrs. from Gjövik) ends her voyage at

Lillehammer * (105 kil.) (pop. 1830), prettily situated (150 ft. above the lake) on both banks of the small *Mesna* river, which forms in the vicinity (N.) some picturesque *Waterfalls* that should be visited, especially in early summer. There is a *Bathing-house* at the lower fall (*Helvede*), about 1½ kil. Having been incorporated only in 1827, it has a modern appearance. Saw-mills, &c., close to it. The walks in the neighbourhood are beautiful. From a seat upon the Christiania rd., a short distance S. of the town, there is an extensive and lovely view over the lake and surrounding country. It should, if possible, be seen at sunset.

There is good *trout-fishing* in the Mesna river and the lakes from which it issues, about 11 kil. The path to the latter runs through forest and over swampy ground.

[For dil. to *Gausdal* sanatorium, see below and *Index*.]

At about ¾ kil. above the town the **Laagen** (Logen) river falls into the *Mjösen*. Rising in *Lesjeværk lake* (Gudbrandsdal), it has a course of 190 kil. and a catchment basin of 4775 sq. m., a very considerable number of small rivers contributing to its volume. It waters the *Gudbrandsdal*, which opens here, and has a total pop. of about 50,000. The greater part of it is narrow and winding, with mtns. of somewhat uniform outline on either side, cultivated on the lower slopes, and generally covered with pine-forests in the upper parts. Here and there it widens for a short distance, but nowhere to a greater extent than 10 or 11 kil. The Gudbrandsdal region (6370 sq. m.) consists to a great extent of barren mtns. (some covered with perpetual snow) and of morasses, with attractions only for Alpine climbers and hardy sportsmen. The scenery is mostly tame and dreary compared with that of the Romsdal and other valleys, and only occasionally brightens up into picturesqueness. The pop. being confined principally to the main valley, the farms are numerous, and also large and tidy-looking. The yeoman farmers are, relatively (for Norway), well-to-do, and keep up a pride of ancestry and a spirit of independence which travellers will do well to respect while posting. The kind of Phrygian cap, of a blood-red colour, which many of the peasants still wear, will serve to remind the stranger of the spirit of liberty that pervades, more especially, the inhabitants of the Gudbrands valley.

3. LILLEHAMMER TO VEBLUNGSNÆS.

[For posting-rates and conveyances, see head of this Route.]

On leaving Lillehammer (past the new *Market-place* and *Racecourse*), the excellent "Kongevei" (King's highway) runs N., and shortly commands an extensive view over the town, the lake, and the *Gudbrandsdal* and *Gausdal valleys*. A torrent from the E. is crossed soon afterwards, and the road issues on the l. bank of the *Laagen*. At about 10 kil. the *Jorstadmoen Camp of Exercise* will be seen on the opposite side of the river, and beyond it a *Monument* to the engineer who constructed the road. A succession of rapids and cascades, with water of a milky blue, will be passed as the road continues to ascend the valley.

[**From Brunlaag** (1½ hr. drive (N.) from Lillehammer) a road branches off to the l., crossing the *Laagen* and ascending the *Gausdal*, at the head of which valley is the celebrated **Gausdal Sanatorium**, reached generally, however, by dil. or other conveyance from Lillehammer (40 kil.) in about 4½ hrs. (see *Index*). The stats. off the "Kongevei" are—**Diserud** (12 kil.), **Veisten** (15 kil.), **Moen** (11 kil.), and **Kvisberg** (17 kil.) From the road running W. off the Highway there are several smaller roads and mtn.-paths leading S.W. and W.

The Gausdal Sanatorium* (the oldest and most elevated in Norway) is perched at a height of 2380 ft. above sea-level, on a slope of the *Skeikampen* (3693 ft.), from the summit of which, as well as from that of the *Prestkampen* (4090 ft.), an extensive view is obtained of the *Jotun* and *Rondane* mtns. A plateau stretches hence to the Jotunheim, affording many health-giving excursions on foot and on horseback. The fine, pure, and dry mtn. air has a favourable influence on derangements of the nervous system, and is highly beneficial in cases of chronic catarrh of the throat or mucous membrane of the air-passages, as well as in those of asthma, disorders of the digestive organs, anæmia, chlorosis, scrofula, hæmorrhoids, hysteria, and hypochondria. The incipient stage of pulmonary consumption is often successfully treated, but the resort is not suitable for persons in whom the disease is fully developed.

The establishment is well and solidly built, with large verandahs enclosed with glass, where the sun, even on cold windy days, always affords warmth. There are many smaller buildings in which quiet rest is available to those who suffer from nervousness or sleeplessness. *Season*: from June 5 to Sept. 6.]

Passing later the large *Hove* and the *Balberg* summer *Pensions*, the road runs high above the *Laagen*, which receives the glacial, green waters of the *Otta* before the first stage is reached at

Fossegaarden * (14 kil.) A good and large stat., prettily situated, with 12 horses. *Telephone.* Below is the *Hunderfos*, a fall of no great pretensions, and interesting chiefly on account of the large *bull-trout* (*Hunderörret*) which, coming up from the Mjösen to spawn, are netted in large numbers. Attempts to take them with a fly or spinning-tackle (by exceptional permission of the stat.-master) have not been very successful. These fish run up to 36 lbs., and are as fine in colour and flesh as the trout of Lake Saima in Finland, where, however, they have not been taken above the weight of 24 lbs. Above the fall, and up the entire course of the *Laagen* (and in its tributaries and the lakes that form them) small *trout* can be caught.

An easy ascent to the cairn on the summit of the *Næverfjeld* (E.) can be made hence (and back) in about 2½ hrs. Magnificent view of Mjösen and mtns. Horse, 4–5 kr.

[The observation under Gausdal sanatorium in respect of mtn.-paths applies also to this stat.]

On the next stage the road follows the considerable bend made by the Laagen, and passes through a ravine, the sharply defined summit of the *Hokna* (2407 ft.) being seen on the l. Many farms and the district (*Öier*) *Ch.* and manse, as well as a mtn.-path leading into *Österdalen* (rt.), will be passed, with pretty views of the river beneath and the valley beyond, before arriving at

Holmen (17 kil.) Small but comfortable quarters. In the distance, up the valley, the snow-clad peaks of the *Rondane* and *Sölen* come into view, but with no great effect.

Beyond, the road runs past *Formo* farm and *Tretten* ch., and, crossing the *Moksa*, comes up to the large buildings that constitute *Stav*, the site of the great horse-fair annually held there in Aug. during 3 days. Some of the finest horses in Norway may be seen at it, many of them as much as 16 hands high, and beautifully shaped. The Gudbrandsdal horses are in great request throughout the S. of Norway.

Soon the road follows the shore of Lake *Losna*, formed by the Laagen, and full of *trout*, and reaches, through pretty scenery,

Kirkestuen (16 kil.), a small stat., with *Fodvang Ch.* close by. After leaving the lake the road crosses the *Tromsa* river, which is about 200 ft. below. The figures on the rocks near the stat. denote the height of a flood in June 1860. Up the valley of the Tromsa a horse-track turns off to the E., across a remarkable bridge, to the Glommen valley. The main road soon enters a ravine (*Högkleven*), and, ascending a high hill (*Elstad*, to rt.), it brings the traveller in sight of the red spire of the ancient **Ringebu** *Stav ch.*, and runs along the bottom of the valley, now flat and broad, until it reaches

Skjæggestad (12 kil.) Very good and cheap stat., beautifully situated. A charming and extensive view can

be had from the ch. just mentioned. The excursion can be made in less than 1½ hr.

[An excursion (about 6 hrs.) is also often made from this stat. to the *Klingenberg* mtn. (about 3000 ft.), from which a grand view is obtained in clear weather. A shorter one (about 2 hrs.), with a similar object, is to *Vaaler Bro*, about 1½ kil. from the stat.

From Elstad a road runs over the *Gjeldsæter* (near which is the Klingenberg) to *Aasdalsæter* (7 hrs.) Thence a sæter-path leads (2 hrs.) to the *Storfjeldsæter*, from which *Atna* stat. (on the Trondhjem rly., Rte. 14) can be reached by road (about 18 kil.)

There are mtn.-paths in various other directions, but as few will use them their description is omitted.]

There is *snipe-shooting* in the marshes near the stat. and good *trout-fishing* in the river.

The valley preserves its breadth, but becomes marshy. From *Vaale* bridge (from which runs a road up to the long *Vænebygt* valley to **Atnebro**, in the *Rondane* mtns., and other places) the scenery gains in grandeur. Torrents dashing through picturesque rocky gorges are passed about midway on the stage. After crossing the *Frya*, the *Steig gaard*, a farm perched on an eminence, will be passed rt. of the road. Lars Gram, the baillie who led the peasants' attack on the Scottish expedition in 1612 (of which more anon), lived here. Beyond, on the l., is **Hundtorp**, the ancient seat of Dale Gudbrand, the heathen enemy of St. Olaf. There are some large *tumuli* near it. Soon after, the traveller will pass the brick octagonal ch. of **Söndre** (S.) **Fron**, built 1787. Ludvig Holberg, poet and historian, lived in his youth (1694–98) in the adjacent *Manse*. At a short distance from the ch. is

Listad stat. (14 kil.) (good for dinner or night quarters), prettily situated, with a view of the broad valley and of the *Sikilsdalshö*. The *Nautgarstind* is visible on the old road (5 min.)

On the next stage the valley is more cultivated, but the upper parts of the mtns. still clothed with continuous pine-forest. The Laagen again becomes very rapid, and forms 2 fine and picturesque cataracts; also the *Harpefos*, which is, however, not seen from the road, the point from which it can be attained being about 2 kil. before reaching (beyond *Södorp ch.*) the stat. of

Moen i Södorp (10 kil.) Good and cheap accommodation and food, which can also be obtained (3 kil.) at **Byhre** (post-office).

[A pretty and tolerably good road runs off to the l. a little beyond **Byhre**, over a long bridge across the **Laagen**, to **Kvikne** and **Skaabu**, ending at **Kampesæter** ("Sæteren"), where quarters are available. Distance, 63 kil. (3 stages). Road hence also to **Gausdal** (see above). Track thence into the **Jotunheim**.]

Close to **Byhre** a torrent is crossed, and the road keeps close to the Laagen, the valley narrowing and becoming less populous, but finer and more wild. Irrigation prevails here extensively, and continues for several stages—the water being led down the mtns. in gullies and wooden troughs to the various farms. *Sigstad* farm is a *telephone*-stat. Close to *Vik* farm is (to l.) a large rough-hewn stone slab, on the face of which is inscribed (in Norwegian): "Here was the leader of the Scots, George Sinclair, buried after he had fallen at Kringelen, on the 26 Aug. 1612."

The story of the so-called "Sinclair Expedition," with which the Gudbrands and Romsdal valleys still ring, will be told at another stat.

The stage ends at

Klefstad (11 kil.) Comfortable quarters and reasonable charges. Situation of the stat. beautiful, on the bank of the river, with mtns. on either side.

[An excursion (2 hrs.) can be made hence to the *Hillingsberg*, the top of which offers a fine panorama of the high ranges to the N.]

On leaving Klefstad, the valley takes a westerly direction, and winds a good deal, the stream in its precipitous course forming a great number of rapids and cataracts. After passing **Kvam** *Ch.* a small river is crossed, and the road soon attains an altitude of nearly 1000 ft. above sea-level

(600 ft. above the river). At the point (*Koloen*) where the valley again turns almost due N., the *Sjoa* issues from the *Hedal* valley, and joins the Laagen.

[Here a road runs up the Hedal to **Bjölstad** (27 kil. from Klefstad), an interesting, large farm in *rococo* style, built at the latter part of 17th or beginning of 18th cent., and owned by a family claiming descent from the native kings of Norway, and to **Snerle** (17 kil.), on the road leading W. to the *Geiranger* and *Nordfjords* (see Section II.)]

In the vicinity of Kvam ch. is a *barn* close to the road (l.), in which 116 Scots were imprisoned, under circumstances related on the next page, and either killed in it or shot against the N. wall of the barn by the peasants, after a carousing council of war, which determined that, as it was a long distance, at harvest-time, to Akershus Castle (Christiania), and as the King of Denmark's resources would be sufficiently strained in feeding the 18 prisoners (out of 134, including 3 officers) whom they had spared, the remainder should be annihilated in the manner to which the bullet-holes at the N. end of the barn to this day bear testimony. The legendary bravery of the peasants of *Gudbrandsdal* has, in the absence of historical research, survived very long, and it will interest travellers to see in the testimony offered by the barn in question the equal longevity of timber buildings in Norway. These observations are necessary on account of the eager pertinacity with which the destruction of "900 Scots" by 300 peasants is related by old and young in the valleys which this route traverses.

An abrupt bend to the N. from *Koelen* brings the road in view of **Formokampen** (4820 ft.) and past the District *Prison* and *Post-office* to

Bredevangen (16 kil.), a very good and comfortable stat., prettily situated on the borders of the small lake which the river here forms.

Formokampen, a massive mtn., forms here the background of a grand landscape.

Good *trout* and *grayling fishing* (especially around the islands in the lake). *Trout* are also numerous in the *Vaalaasjö* and the *Furusjö* lake, near the Rondane mtns. (about 10 kil.) The *reindeer* and *ptarmigan shooting* is also very good in this vicinity. Gillies, boats, &c., at stat. From the top of *Staagaapiggen* (2 kil.) is a fine view. There are many pretty waterfalls in this vicinity, the *Maehlumsfos* being more particularly worth seeing.

From **Breden**, on the opposite side of the lake, the road runs N. through the contracted valley of the *Laagen*, which is soon joined by the *Otta* river, the green colour of its waters having a remarkable effect.

At about half way to the next stat. a small stone *Obelisk*, "In commemoration of the bravery of the peasants" (Bönder), marks the vicinity of the once dangerous "defile" of *Kringelen*, but which a climb from the *chaussée* will show to have been merely a foot-track or bridle-path along the edge of what was, until the beginning of the present cent., the precipitous bank of the river. It is here that the legendary massacre of the Scots in 1612 took place.

[Historical[1] research within the last few years has proved the facts of the so-called "Sinclair Expedition" to have been as follows:

Sweden and Denmark were at war. The Danes had in their service about 8000 English, French, and German mercenaries; and the Swedes, having only 1 foreign regiment, sought reinforcements in the Netherlands, then full of disbanded soldiers and available arms. A force of about 1200 men was accordingly gathered together at Amsterdam by J. von Mönnichhofen, an officer of high rank in the Swedish service, and sailed in 4 ships for the coast of Norway. They landed near Trondhjem, and made their way with some difficulty, not from armed opposition, but owing to the difficulty of obtaining provisions, to the Swedish frontier, and thence to Stockholm, then seriously threatened by the fleet of Christian IV. of Denmark, which

[1] *History of the Scottish Expedition to Norway in* 1612. By Thomas Michell, C.B. London and Edinburgh: T. Nelson & Sons. Price 3*s*. Sold (for the benefit of the Anglican Ch., Christiania) by booksellers in the principal towns in Norway.

had complete command of the Kattegat and the Belts, and prevented the Swedes from reaching the sea.

Sir James Spens, Laird of Wormiston, had simultaneously undertaken to supply Gustavus Adolphus with 3000 Scottish soldiers "of proved fidelity and bravery," and he entrusted the levying of that contingent to Col. Andrew Ramsay, a brother of the favourite of King James. The name of the Scottish king having been unjustifiably used in these proceedings, his brother-in-law, the King of Denmark, remonstrated, and obtained the issue of a proclamation ordering the levies already made in Scotland to be discharged and the ships provided for them to be seized, which was immediately done. A small contingent, however, of 300 men (embarked by force) contrived to sail, in 2 small ships, severally from Dundee and Calthness. They were "under the conduct of Alex. Ramsay, Lieut.-Col. unto Col. Ramsay, Capt. Hay and Capt. Sinclair," under whom were 3 subordinate officers (Bruce, Moneypenny, and Scott). Failing to combine, as previously arranged, with the Netherlands contingent (which was to have supplied the Scottish force with arms), they landed in the Iisfjord (a few kil. from the present Veblungsnæs), and with the aid of a native guide started up the Romsdal and the Gudbrandsdal with the view of crossing into Sweden. At *Kringelen* they were opposed by about 300 peasants hastily collected by the local baillie, who caused an avalanche of logs and stones to be rolled down on the Scots as they were marching along the horse-track to which attention has been drawn above. This device cannot, however, account for the destruction of any large number of men marching in single file; and a recent military survey of the path proves that, even if the men had marched 2 abreast, only 25 or 30 of them could possibly have been killed or injured in that manner. That firearms were used on both sides is evident from the few remains of muskets, swords, &c., that have been preserved as trophies. In the *mêlée* Capt. George Sinclair and Capt. Hay were killed, and the other officers, having escaped unhurt, were taken prisoners. It may be assumed that, in order to save their real commander (Ramsay), they pointed to the body of Sinclair as that of their chief, and hence the event has ever since been known in Norwegian legends as the "Sinclair Expedition," in which "900 Scots" were "crushed like earthen pots." To this day, almost the first bit of poetry taught to Norwegian children is a poem by E. Storm, extolling the bravery of the peasantry and execrating the invaders for their acts of murder, pillage, and incendiarism. Danish official documents have now, however, revealed the fact that the Scots "absolutely neither burned, murdered, nor destroyed anything on their march through the country." Presumably they were for the greater part unarmed, and were being driven along as captives by the Scottish officers who had forcibly seized them. The attack by the peasants must in these circumstances have been hailed by the great bulk of the men as a deliverance; but unfortunately, as stated under "Klefstad" (see above), the victors, after a carouse, put to death, one by one, 116 of the prisoners they had shut up in a barn. The atrocities connected with the expedition, common as they may have been in that age, even in Scotland, were therefore, on this occasion, not on the side of the Scots. A balance of about 166 men remains unaccounted for: many must have been thrown into the river or otherwise despatched during the struggle at Kringelen, but some few are known to have escaped and settled in the country, under the protection of kind-hearted peasants. The depositions of the 3 officers who were spared at the massacre were taken later at Copenhagen, and are now on record to refute the legendary account of the expedition which has hitherto appeared in almost every book on travel in Norway.]

[ROAD FROM BREDEVANGEN TO THE GEIRANGER FJORD.

A good road (one of the grandest mtn. routes in Norway) runs, since 1888, from **Breden** (see above) to **Maraak** (*Merok*) at the head of the *Geiranger fjord* (Section II.), with a branch to **Röiseim** in *Böverdalen* (the easiest approach to the *Jotunheim mtns.*), and another to **Hjelle** on *Strynsvand lake*, from which the upper part of the *Nordfjord* (Section II.) is reached. The main road will be briefly described here as far as **Grjotli**, whence the branch to the *Nordfjord* runs off. (For the roads leading *to* that junction, see Section II.) As the great majority of travellers penetrate into Norway from its western seaboard and fjords, it has appeared advisable to supply them with direct routes to the points to which their journeyings are generally directed.

The posting-rate is 15 ö. per kil.]

Turning to the l. from **Kringelen**, and after crossing the *Laagen*, the narrow road in question runs up the valley of the *Otta*, and the first stat. is

Aasoren (11 kil.) From *Lalum* bridge the river, hitherto falling in rapids and cascades, begins to flow gently and smoothly. The stage ends at

Snerle (16 kil.) Near this stage a road branches off N.E. to **Klefstad** (see above). Beyond, the view is closed in by the *Lomsegg* (6760 ft.) A halt is then made at

Sörem (7 kil.) Good quarters. In a *Ch.*, 1½ kil. distant, are curious carvings of the 17th cent. Several mtn.-paths hence, one partly carriageable to *Gjende lake*. The *Tesse* river, passed on the next stage, issues from the lake of the same

name, in which *trout* abound, and which, amongst other pretty falls, forms the fine *Oksefos*. The road follows the bank of the Tesse for some distance.

Garmo (20 kil.) A small hamlet, with several large farms, and a *Ch.* are beyond it. The *Ottavand* will be skirted, and the *Bövra* river, which forms a waterfall in discharging itself into that lake, will be passed before reaching the *Ch.* and *Manse* of **Lom.** This is also a remarkable *Stav ch.* (like those of Hitterdal, Borgund, &c.), and is approximately of the same antiquity. The ancient open roof was, unfortunately, in the 17th cent. concealed by the present ceiling. Here also the system of artificial irrigation is of interest. Turning up a hill, to the l. of the high road, the traveller alights at

Andvord stat., (15 kil.), from which the *Jotun mtns.* are most easily approached by a branch road to **Röiseim** (14 kil.) Splendid views of the *Guldhorn* and *Gjuvbræ*, the *Glaama* river being on the l. before crossing the *Sula*.

[The ascent of the *Lomsegg* begins at the *Ch.* With a guide, the lowest peak (beyond which few venture) can be reached in 4 hrs. The giant *Galdhöpigg* (8397 ft.) and other peaks of the *Jotunheim* are very impressive, as is also the rising of the sun, to see which involves a start before midnight.]

Hence the road continues up the valley, which halfway to the next stage is flat and well cultivated. Crossing the *Otta*, the traveller reaches

Aanstad (11 kil.) Tolerably good accommodation. *Skiaker Ch.* close by, and the windings of the *Aura* on the rt. Keeping along the bank of the *Otta*, after crossing it twice, **Nordberget** *Ch.* comes in view, and immediately after

Linseim (11 kil.) Good quarters.

[A country road runs hence to the *Braatedal*, and mtn.-paths to *Jostedalen* (**Faaberg** 16 hrs. distant) and to **Opstryn**, in *Sundalen*.]

On the next stage the road continues partly along the *Otta*, but soon becomes very narrow, and passes next through woods before reaching the *Heggerbotvand* (the mtns. seen to the l. being 3020 ft. high), and

Heggerbotten stat. (11 kil., pay for 14). Lakes and rivers are next skirted or passed to

Pollfossen (19 kil.) Pretty good quarters.

[Pedestrians can cross the mtns. in about 6 hrs. to **Nysæter**, on the way to **Lesja**, Gudbrandsdal.]

Here the road rises steeply, the **Synstaalkirke** dominating it at a height of 4365 ft. After the *Billingdal* is entered the *Tora* river is crossed, the spray of its huge waterfall being seen on the heights to the rt. A halt will then be made at

Billingen (a *sæter*), (24 kil. from **Linseim**, pay for 29).

Again several ascents before reaching the flat shore of the *Vulwand* (about 5 kil. long), the *Vulu* river being crossed after passing *Nysæter* (in about 1 hr.) Twisting round hills, and then running along a lake, the road offers views of considerable grandeur, especially of the *Skridulaupe*. After crossing the *S. Grjotaa* the stage ends at

Grjotli (18 kil., pay for 23). A Government Hospice (2843 ft.), well recommended. The *Skridulaupe* can be ascended hence in about 8 hrs.

Continuation of Main Route to Molde.

From **Bredevangen** the road follows the *Laagen*, and from the foot of *Kringelen* a highly picturesque view opens out, both of the valley and the river. The *Ula* is crossed at its confluence with the *Laagen* at

Moen (*i Sel*) (8 kil.) Fairly good quarters for a halt. In *Sel Ch.*, close by (built 1742), are 2 curious altar-pieces, one being of 1681. The other (the Lord's Supper in relief) is dated 1783. A short walk up the valley of the Ula affords an

opportunity of viewing the pretty cascades and rapids which that river forms, as well as the engineering contrivances by which its power for inflicting damage is controlled or arrested. The *trout-fishing* is very good in the *Rondevand* and the *Ildmand* lakes. They are reached by a road up the *Uladal* to **Mysusæter** (11 kil.), and thence by a bridle-path. The owner of the lakes (who also provides excellent *reindeer* and *ptarmigan shooting*) lives at the **Björnelien sæter**, 11 kil. S.E. of the *Rondevand*.

[Tracks for pedestrians to the W. fjords.]

After leaving Moen the road rises gradually through scenery growing wild and dreary from the absence of houses and cultivation and the stunted appearance of the trees, and before arriving at the next stat. the stream is crossed by a bridge to the rt. bank, after which a steep bit of road leads to

Laargaard (10 kil.) Excellent stat. Near the stat. is **Romundgaard**, one of the rooms in which will be shown as that occupied by "Sinclair" the night before he fell at Kringelen, while the large barn to the rt. is (no doubt truly) stated to have accommodated a considerable number of the Scots. The size of the timbers attests the antiquity of the buildings. *Wild-duck shooting* is good in the marsh between this and Moen.

[One of the most beautiful *Excursions* in Norway can be made (in 7 hrs.) from this place by driving to the *Rusten* ravine (N.) and riding thence to **Hövringen** sæter (11 kil.) The *Formokamp* (see mention above) can be ascended thence on horseback, and a beautiful view obtained.

A small road branches off also (l.) to **Sörem** (21 kil.) on the high road, already described, to the *Nordfjord*, &c. (see Rte. 11).]

The high bridge at Laargaard must be recrossed in order to continue the road northward. The highest point passed on the next stage is about 1850 ft. above sea-level, after which it descends considerably.

The road is very hilly, and traverses the finest bit on the whole route (the *Rusten* ravine), the mtns. drawing together, and the river forcing its way between precipices of gneiss. The scenery is grand and wild, especially at the bridge crossed in less than 1 hr. from Laargaard. Here diverges the road recommended above for an excursion. Beyond the bridge the road ascends steeply on the rt. bank of the river, and after surmounting the crest the valley opens again, and the journey is continued along an old, undulating part of the road to

Brændhaugen (*Dovre* parish) (12 kil.) Very good stat. The *Jetta fjeld* (5545 ft.), with a splendid view of the *Dovrefjeld*, the *Rondane*, and the *Jotuns*, can be ascended hence, and there is a sæter-path to **Hövringen** (see above). There is a strong *Ferruginous spring* in the vicinity of the stat.

The road crosses to the l. bank of the river, and continues close to it all the rest of the next stage. Numbers of small farms up the E. sides of the mtns. The soil is light, and the vast forests are of pine. The hamlet of *Dovre* is passed through, and its pretty ch. is seen on the rt. close to the road, shortly before reaching the next stat. The Gudbrandsdal is considered as ending here, and the fjeld begins in reality at

Toftemoen (12 kil.) Very good stat. for night quarters. It is kept by Tofte, who claims descent from Harald Haarfager.

[His large gaard is on the hill opposite the stat., and is worth visiting if only to see a panel above the door of one of the rooms, representing the local idea of the march of the Scottish expedition. A woodcut of it is given in the History already referred to. Some few pieces of antique furniture, costumes, and uniforms (of a date almost modern) are exhibited at the stat. Tofte is the hero of the story in which the late King of Norway and Sweden was obliged to admit Tofte to the royal table when His Majesty stopped at the stat. on a journey. On that occasion, also, Tofte objected to any royal plate being

used, his own plate-chest being sufficiently well stocked—presumably with spoons, for forks and knives, except the *tolle-kniv* (sheath-knife), are to this day but little used in the Norwegian valleys.]

The road runs through the meadows bordering the Laagen, and gradually ascends. The valley contracts, and the soil becomes more sandy.

An intricate system of irrigation-pipes, made of hollowed pines, will be noticed at various points.

The trees gradually get more stunted as the road ascends until it reaches the bare upland, 2158 ft. above the sea-level, at

DOMBAAS (pron. *Dombòs*) (11 kil.) Excellent quarters. *Telegraph* and *post offices*. Various skins and reindeers' antlers for sale. At such an altitude the air is, of course, exhilarating, but the scenery is wild, and in order to obtain a view of the neighbouring mtns. it is necessary to make excursions. One of about 5 hrs., to the *Haregg* sæter, is recommended with that object.

The *Snehætta* can be ascended hence, *viâ Holaker*, and the descent made to *Fokstuen* or *Hjerkin*, and *vice versâ* (see next Route).

At Dombaas the main road to Trondhjem leaves the valley of the *Laagen* and runs N.E. over the *Dovrefjeld*.

The remaining section of the road to Molde will be described in Section II. in the reverse direction, because a greater number of tourists *ascend* than descend the Romsdal valley, and the long carriole or carriage drives to Molde and Trondhjem (and *vice versâ*) are not so frequently undertaken as relatively short excursions along sections of the roads in Rtes. 12 and 13.

For the assistance, however, of travellers who would have to read backwards the description of the road from Veblungsnæs to Dombaas, the stats. on the road are here given in their order westward:

[*Norway*—vi. 92..]

Holager	12	kil.
Holset	15	„
Lesjeværk	10	„
Mölmen	12	„
Stueflaaten	13	„
Ormeim	10	„
Flatmark	11	„
Horgjem	12	„
Veblungsnæs	15	„
Total	110	kil.

(For distance, &c., between Væblungsnæs and Molde, see the head of this Route.)

ROUTE 13.

CHRISTIANIA TO TRONDHJEM, THROUGH GUDBRANDSDAL AND OVER THE DOVREFJELD.

(By rail, str., and road.)

[Although this route is less and less taken in its entirety (the ancient capital of Norway being accessible by rail), it is given for the benefit of travellers who desire to enjoy, in their leisure, the traditional pleasure of posting in Norway by carriole or other conveyance. So many other grand and interesting parts of the country have been opened by the construction of roads and the development of steam communication, that comparatively few are now tempted to avoid the railway journey to Trondhjem merely for the sake of crossing the Dovrefjeld.

The several sections of this route are:

	Dist. kil.	Time about	Cost kr.
1. Christiania to Eidsvold, by rail	68	3 hrs.	4.80
2. Eidsvold to Lillehammer, by str.	105	7 hrs.	5.55
3. Lillehammer to Dombaas, by road	163	2½ dys.	61.00
4. Dombaas to Stören, by road	154	2 dys.	
5. Stören to Trondhjem, by rail	52	2½ hrs.	4.40[1]
Total	542	6–7 dys.	75.75

[1] Expr.

The posting-rate is 15 ö. per kil., exclusive of fees to drivers. (See Rte. 12 for notes respecting Bennett's carriages, &c.)]

In Rte. 12 will be found a description of sections 1–3 of this journey, which therefore begins here with section 4.

4. DOMBAAS TO STÖREN.

From Dombaas, on the outskirts of the *Dovrefjeld* (for description of which see "Geography," in *Introduction*), a very steep ascent commences, and the limit of the growth of stunted fir, a wood of which is passed, is soon left behind. Views are obtained of the *Lesje* lake (on the Molde rd.) After attaining the plateau (1 hr.), the *Foksaa*, one of the large tributaries of the Glommen, is crossed. In about 2 hrs. (1 hr. in reverse direction) the traveller reaches

Fokstuen (10 kil., pay for 11 kil.) This stat. (3247 ft. above sea-level) is now a large and good *hotel*.

[Tourists from the S. may here ascend the *Snehætta*, and descend to Jerkin, thereby saving the distance between the 2 stats. Drive to **Nysæter** (6 kil.) and walk to **Grisungvand** (5 kil.), where the river must be waded (if no boat). Thence round the **Grisungknatten**. At the mouth of the *Svonaadal* valley the night can be passed in a mtn.-hut (about 5 hrs. from Nysæter) and the foot of Snehætta reached thence in 1 hr. The *Fokstue* (5822 ft.) can be ascended from the stat. in 5 hrs., there and back. A guide should be taken for both mtns., not on account of danger, but to save time by using the easiest paths.]

About midway on the next stage some desolate-looking lakes, from which the *Folla* issues, will be passed. Small *trout* can be caught here in abundance. The scenery is wild and dreary and vegetation scanty—a vast undulating moorland, without large or fine rocky outlines. A few stunted birch are the only trees to be seen.

[The Dovrefjeld mtns. afford the finest *botanical* field in Norway, no less than 200 mosses, 150 lichens, 60 algæ, and 439 phanerogamous plants and ferns having been found there. Jerkin, Fokstuen, and Kongsvold are the best stats. for variety of rare plants.]

The next stat. is

Hjerkin (Jerkin) (21 kil.) *Excellent*: comfortable, clean, and charges reasonable.

It dates as a *Fjeldstue* or *Hospice* from the early part of the 12th cent., like Fokstuen and Tofte on the S.W., and Kongsvold on the N.

This is a good centre for *sportsmen*—ptarmigan, wild duck, snipe, and hares being plentiful. *Reindeer-shooting* in this neighbourhood.

[From Jerkin a pretty road runs E. for some distance through the *Foldal*, to **Lille Elvedal** stat. on the Trondhjem rly. (see next Route). The distances are: to *Dalen*, 17 kil.; *Kroghaugen*, 17 kil.; **Ryhaugen**, 18 kil.; and **Steien** (close to Lille Elvedal), 32 kil.]

[EXCURSION TO SNEHÆTTA (7610 ft.)

Jerkin is an excellent place whence to visit this mtn., long considered to be the highest in Norway, until careful measurements established the superior height of several peaks in the Jotunheim. Horse (also for guide) 6.50 kr.; guide 3–4 kr. A day's provisions are requisite, and can be procured at the stat. Spirits should be brought if required.

The ascent is so gradual that much of the effect of its great height is lost. Its peaked summit is only about 3500 ft. above its base, and about 4500 ft. above Jerkin.

If the weather be fine, the ascent may be accomplished in less than 8 hrs., but 12 hrs. should be allowed, 3 to 4 of them being occupied in *riding* to the base of the mtn. by a path along the course of the *Svone* river, which it crosses several times, rendering horses indispensable (at least for ladies). The horses are left (in about 3½ hrs.) at a rock called the "Station," above which is the **Reinheim** tourists' hut, with 12 beds, where coffee, sandwiches, &c., are procurable. Thence about 2½ hrs. *walking* to the flat top, most of it over the peculiar snow-ice found on the highest summits of snow-mtns. The blocks of mica-schist, over which the traveller has often to scramble, are the *débris* of the moraine from the eternal glacier at no great distance from the summit. The view is fine—to the N. a very wild prospect of mtns.; to the E. an immense tableland of moor. Snehætta forms the N.W. extremity of one of those ridges of high snow-mtns. which rise out of the great tableland of moor that separates the E. and W. declivities of the Norwegian mtns. It rises much above the snow-line, and contains true glaciers. It is in itself picturesque: at the foot lies a little lake, backed by glaciers, and those again by black precipices, rising above them in the form of an amphitheatre.]

On quitting Jerkin, the nearly level road runs along the western slope of

the hill which leads to the highest point of the Dovrefjeld rd. and of the country between Christiania and Trondhjem. From the old road, which rises to 4594 ft. above the sea, a fine view of Snehætta is obtained on the l. The road begins to descend, from this desolate region, to the *Svone* river.

A deep glen, down which the *Driva*, as the river is called after its confluence with the *Kaldvella* (which receives the waters of the *Svone*), forms a series of cataracts and falls. From the bridge the new road joins the old one, and the way continues by the side of the Driva, and rapidly descends and increases in grandeur and picturesque effect. The variety and richness of the mosses, lichens, and herbage, and the warm colour of the rocks, combine to produce a charming picture. The stage ends at

Kongsvold (13 kil., pay for 14 kil. in reverse direction). An excellent stat. 3063 ft. above sea-level. In the event of Jerkin being full, this is the next best place as head-quarters for the *fishing* and *shooting* to be had in the region of the *Snehætta*, which can also be easily ascended hence, as well as the *Knutshö* (5545 ft.), which is of interest to botanists.

The road continues close along the rt. bank of the Driva, nearly all the way to *Rise*, and is in many places quarried out of the face of the rock. After passing (on the l.) the great *Troldet* rock the *Vaarstiaa* is crossed. It joins the *Driva* as a waterfall rushing down a narrow ravine. The old precipitous road (*Vaarstien*) is frequently passed. The scenery is grand and picturesque: the valley (frequently a ravine) is bounded by high mtns. clothed with birch and fir, fine in outline, and varying in colour. The Alpine character of the *flora* is often noticeable: good subjects for the pencil all the way. The cataracts of the *Driva* give life to the grandeur of the scenery. After about an hour's drive the valley widens, and the hillsides become clothed with vegetation a little before the last (fourth) mtn. *Hospice* is reached at

Drivstuen (15 kil.) Good stat. Good *trout-fishing* in a neighbouring lake, and small fish plentiful in the Driva. Hence the road first ascends, rising considerably above the river, after which it rapidly descends through a cutting, exposing strongly marked stratified schistose layers. The scenery is splendid, and the ravine narrow towards the end of the stage. When the river is again joined, a pretty view of the valley behind is obtained, with snow-capped mtns. in front. A short distance below a picturesque bridge the traveller should leave the carriole and walk a few yards off the road to the *Maagaalaupe*, a remarkable narrow fissure in the rocky bed of the river, through which the water has eaten its way and now foams and rushes along at a considerable distance below the original surface. There are also some fine *Waterfalls* close by. Hence the road winds to

Rise (12 kil., pay for 17 kil.) Small stat. At about 1 kil. hence the *Vinstra* river is crossed, the road being mostly flat, the valley widening out, and the Driva becoming a fine stream. At the hamlet of *Opdal* (where the elevation is 1640 ft.) the road quits the river and runs on to

Aune (10 kil.) An excellent stat., and good quarters for *fishing* and *shooting*. The *Dovrefjeld* is considered to end here. Fine views from the *Vangsfjeld* and *Aaalmenberg* (4428 ft.); both easily ascended in a few hours.

[Here a good but hilly road, with grand mtn. scenery, branches off, and continues down the stream, through Sundalen, towards Christiansund (see Section II.) The stats are—

Aalbu (11 kil.); *Stöper* (15 kil., pay for 18 and 21 kil.); *Gjöra* (10 kil., pay for 14 in reverse direction); *Storfalé* (17 kil., good stat.); and *Sundalsören* (19 kil.). Posting-rate, 15 ß. Hence by str. (8¼ hrs.) or by posting row-boat.]

The road continues N.E., leaving the valley of the Driva to l., and

follows the course of the *Byna* until it joins the *Orkla*; the scenery becomes flat and tame, the mtns. lower, with much birch and scrub.

The stage ends at

Stuen (14 kil.) Clean stat., in a very pleasant situation, commanding a fine view over the forest. Near this the top of Snehætta is visible.

After leaving Stuen, the foaming *Gisna* is crossed and followed to its confluence with the *Orkla*, which, spanned by a fine bridge, forms a waterfall here. After a steep ascent, the traveller alights at

Ussbërg (Austbjerg) (11 kil.) Very fair accommodation. In the distance are seen mtns. (partly snow-tipped) piled above each other, and covered with dark pine and fir.

[A good road (71 kil.) branches off to **Tönset** (*Österdalen*) on Trondhjem rly. (See next Route.)]

The road continues to ascend through a scanty pine-forest that clothes the sides of the grand ravine through which the *Orkla* flows, 1700 ft. below.

Half-way to the next stat., at a bend in the road, the date of its construction (1858) is carved in the rock, while a cross marks the spot from which a workman fell (1861) into the ravine. The view over the giddying precipice of the roadside, and up and down the Orkla valley and to the distant snow-mtns. (S.W.) is magnificent from this point.

After passing a couple of small streams, and lastly the *Skauma* (whence there is a short road to the *Undals mines*), the traveller comes to

Bjerkaker (12 kil.) Good stat., finely situated on the watershed between the *Orkla* and the *Gula*.

[A good road (posting, 15 ö.) leads down the valley of the *Orkla*, and joins the high-road between Molde and Trondhjem by the following stages, viz.: **Haarstad** (14 kil.); poor stat. At **Hoel** farm, before reaching this stat., is a drinking-horn presented by Christian V., out of which the first 3 sovereigns of the reigning house drank on their way to coronation at Trondhjem. There is also a birch-tree 9 ft. in circumference. At **Uf** farm (beyond) is an ancient wooden building, the carving on which is attributed to the finger-nails of giants. **Grut** (14 kil.); cheap but poor stat. **Kalstad** (11 kil.); and **Garberg** (17 kil.) (For rest of route to *Surendals-ören*, *Christiansund*, and *Molde*, see Section II.) From Kalstad the road runs N. to Trondhjem, *viâ* **Aaarlivold** (15 kil.) (*salmon-fishing* in Orkla); **Bak** (12 kil.); **Nervik** (*Orkedalsören*) (8 kil.), whence str. for Trondhjem in 2½ hrs. Comfortable *Hotel*, and good *trout-fishing* in lakes; **Eli** (*Börsen*) (15 kil., pay for 19 both ways). Magnificent drive, but stage hilly. Accommodation for about 4 travellers at *Eli farm*, beautifully situated. **Saltnæssanden** (10 kil.); good level road hence to Trondhjem in 2½ hrs. **Esp** (8 kil.) (*Heimdal* rly. stat. 1 kil. off); and **TRONDHJEM** (14 kil.) (See Sections II. and III.)]

The road now turns N.E., and traverses tame and park-like scenery by the side of the sluggish *Igla*, to

Garlie (11½ kil.) This stat. (very good quarters) is some distance off the road, up the side of the mtn. on the l. The horses may be ordered to wait below. Beyond, the road keeps along the very high banks of the *Igla*, and enters the *Soknedal*. Crossing the *Sokna* river and passing a *Ch.*, the stage ends at

Præsthuus (10 kil.) Inferior stat.

Many small farms in all directions, with much cultivation. The scenery continues park-like until a rapid descent leads down the mtn., through the wild, picturesque valley of *Guldal*, past *Stören Ch.* and *Rly. stat.* (see next Route), to

Engen (**Stören**) (14 kil.) Excellent *Hotel* and good *Restaurant* at rly. stat. *Bennett's Agency* close by. It is better to drive straight to the rly. stat. and deposit luggage. The *salmon-fishing* (generally let to British anglers) in the *Gula*, and higher up, about *Rogstad*, is excellent.

The post-road continues to Trondhjem, *viâ* **Ler** (19 kil.); **Gimse** (*Melhus*) (11 kil.); **Esp** (*Heimdal*) (7 kil.); and

TRONDHJEM (14 kil.)

Nothing is gained by further posting, and the country is quite as well seen from the rly. as from the road.

(For continuation by rail (52 kil.) see next Route.)

ROUTE 14.

CHRISTIANIA TO TRONDHJEM.

(By rail.)

	Dist. kil.	Time	Fare kr.
1. Christiania to Eidsvold	68	17½ hrs.	43.74
2. Eidsvold to Trondhjem	494		
Total . .	562	17½ hrs.	43.74

[The scenery upon this route is not so interesting as that over the Dovrefjeld, but, for reasons given at the head of the preceding route, the rly. is rapidly gaining on the old posting arrangements. Travellers will, however, find some compensation in the beauty of the **Glommen** valley, the wildness of the fjeld watershed between it and the **Gula** river, and the grandeur of the ravine through which the line passes before reaching Trondhjem. Until *Rena* stat. is reached, the l. side offers the best view.]

1. For route to Eidsvold, see Rte. 12.

2. From Eidsvold the stats. are—

Minne (75 kil. from Christiania). The *Vormen*, which flows out of the Mjösen lake, is here crossed by an iron bridge, 1180 ft. long, with a height under the largest span of about 47 ft. above ordinary summer level. A tunnel (131 yds.) is passed.

Ulven (84 kil.) The *Skreifjeld* to the l.

Espen (97 kil.) Curve made round a long bay of the Mjösen.

Tangen (102 kil.) *Ch.* passed.

Stange (114 kil.) Well-cultivated district. Landscape pretty. The *Helgö* island in the Mjösen to l.

Ottestad (119 kil.) The *Akersvik* (bay) crossed by a long embankment.

HAMAR ✱ (126 kil.), 417 ft. *Buff.* (For description of tours, &c., see Rte. 12.)

[Rly. in construction to Lillehammer and *Sel* in Gudbrandsdal, to which a post-road runs hence (Rte. 12).]

Carriages are changed here for the narrow-gauge (3½ ft.) line beyond. The 6 succeeding stats., at which the express does not stop, are of no interest, the train ascending a thinly populated and only partly wooded region of Hedemarken.

Elverum ✱ (158 kil.), 613 ft. *Buff.* This is the first stat. in the valley of the *Glommen*, the longest river in Norway (see Rte. 2), which is here crossed by a fine iron bridge (300 yds.), resting on 7 stone pillars from 75 to 140 ft. apart. It is a place of some importance, and the site of one of the largest fairs in Norway for the sale of horses and timber (in March). There are many town-like houses around the *Ch.*

The traveller is now in *Österdalen*, a prefecture distinguished for the well-being of its stalwart yeoman farmers, who have amassed wealth by the products of their vast forests. The ancient characteristics of their dwellings, &c., are well maintained, and exhibit a relative luxury and refinement that has no doubt been derived as much from affluence as from contiguity with Sweden.

[A road (5 stages) runs hence N.E. towards **Trysil** (73 kil.), on the river of that name, and to the Swedish border. Posting-rate 11 ö. per kil. (Pay for 98 kil.) Another high-road leads S. to **Kongsvinger** (99 kil.) on line to Stockholm.]

On leaving Elverum, the remains of **Christiansfjeld fortress** (1683–1742), the sole survival of the fortifications that once defended the passage of the Glommen at this point, will be passed to the rt. The train runs through 2 small stats., near the second of which the *Aasta* falls into the Glommen, now on the rt.

Rena (190 kil.), 735 ft. *Buff.* Near the junction of the *Rena*, which runs out of *Storsjö* lake. The streams

and lakes in this district afford tolerably good *trout-fishing* (end of July and in Aug.)

The blackgame-*shooting* is also good in the vicinity. Sportsmen will find accommodation in the *Inns* near the *Ch.* (*Aamot*).

[A post-road runs off to *Dieset* (26 kil.); **Lösset** (8 kil., but pay for 11 kil.); hence to *Storsjö* lake (4 kil.); **Andraa** in *Rendalen* (30 kil. from Löset, pay for 33 kil.); hence across the lake (6 kil.) to **Burusen**, whence the road runs N. to **Tönset** (see below), as well as to *Osensjö lake*.]

The line crosses the Glommen, and proceeds on its eastern side through a richly wooded valley, near

Stenvigen (204 kil.) First stat. in style of *Österdal* architecture. On leaving, the mtns. begin to rise and the valleys to contract.

After running through **Ophus** and **Rasta** stats., a pretty part of the route is reached at

Stai (237 kil.), 863 ft. After a considerable ascent, a short tunnel, and a high stone wall on which the line is built, with a pretty view of the many branches of the Glommen, the train reaches the centre of the *Storelvdal* and runs into

Koppang * (247 kil.), 1158 ft. *Buff.* Although a good view of the valley is obtained from the stat., it is best from *Koppanghammer* hill (about 1400 ft.), which can be ascended in about ½ an hr.

[A road runs hence (l.) to the *Storsjö*, where *trout-fishing* is obtainable (see above), as well as to **Rendalen** and **Tönset**. The great *Fæmund* lake can be reached hence by the hardy, but is more easily accessible from Röros (see below).]

On leaving Koppang the rly. parts company with the post-road, the latter ascending the *Moraffeld*, and descending on the other side to the valley of the *Rena*.

Continuing to ascend the wooded valley of the *Glommen*, which, crossed successively by 2 bridges, is seen running below at a great depth, the train passes through

Björaaneset stat. (262 kil.) Much *reindeer moss* and *Epilobium* (of which the roots and young shoots are locally eaten after having been dried).

Atna (272 kil.) Good quarters at stat. To the l. will be seen the mouth of the *Atnedal*, down which flows the *Atna* river, after issuing from the *Atnsjö*, in the *Rondane mtns.*

[The **Atnsjö** can be reached in about 10 hrs. by driving across the *Glommen* and up the *Atnedal*. The road is good to **Hirbroen** (bridge), whence it is bad to **Storfjeldsæter** (a summer *Pension*, about 20 kil. from Atna) and to **Storbækmoen** (21 kil.) After passing **Sollien** *Ch.* (5 kil.), the road is again good to *Atnebroen* (bridge), (21 kil.) Here the *Solenfjeld* (6173 ft.) is visible. The road continues N. to **Krokhaugen** (33 kil.) between Jerkin (Rte. 13) and *Lille Elvedalen* (see below). Pedestrians can reach Gudbrandsdalen also by several mtn.-paths.]

Hanestad (285 kil.), 1253 ft. The *Grötingsbratten* (3903 ft.) to the l.

[A road hence over the mtns. to *Lökken*, in Övre Rendalen, 22 kil.]

After passing (previously in view of 2 tops of the *Bellingen*) the *Barkalden*-fos of the *Glommen*, the stat. is

Barkald (304 kil.) Good road to **Midtskogen**, in *Tyldalen* (6 kil.) At a short distance on it a path runs off to the remarkable *Jutulhugget* gorge, open only on the E., and separated from the Glommen by a low ridge, which terminates in precipitous sides. Locally, it is reputed to have been formed by a giant, who attempted to divert the Glommen into the *Tysla* (in Tyldal), 131 ft. below the former. The gorge, with its fantastically shaped rocks, is worth visiting at sunset (about 1 hr. required). The valley widens and farms increase in number along the flat banks of the river before a stoppage is made at

Lille Elvedal stat. (324 kil.), 1660 ft. *Buff.* Comfortable quarters at *Steien* posting-stat. This place is at the foot of the *Tronfjeld* (5707 ft.), the highest peak of which is seen soon after leaving the stat. Several fine views and ascents in the neighbour-

hood; also *trout* and *grayling fishing*, and *shooting*. Healthy spot for invalids.

[A road hence up the Elvedal to **Jerkin** (Rte. 13), and its posting communications with the W. coast, &c. The stats. are: **Ryhaugen** (32 kil.); **Krokhaugen** (18 kil.); **Dalholen** (13 kil., pay for 17); **Jerkin** (*Hjerkin*) (17 kil.) Posting-rate, 11 ö. per kil.]

Hence 2 bridges are crossed, the base of the *Tronfjeld* skirted, and the other side of the *Auma* river reached at

Auma stat. (337 kil.) Dreary scenery.

Tönset ✱ (347 kil.), 1617 ft. *Buff.* Prettily situated at the confluence of the *Tönna* with the *Glommen*. The hills recede on either side, leaving a broad expanse of fertile meadow-land in the midst of a wide and comparatively populous valley.

[A post-road runs hence through **Kvikne** to **Ussberg** (*Austbjerg*) on the high-road to Trondhjem (Rte. 13). The stats. are: **Fosbakken** (14 kil., pay for 17); **Nytröen** (10 kil., pay 12); **Stöen** (10 kil., pay 17); **Frengstad** (near *Kvikne*), (14 kil., pay 17); **Naavardalen** (12 kil., pay 17 in reverse direction); **Ussberg** (11 kil.)]

Telneset stat. (358 kil.) The train ascends rapidly, woods becoming small and pasturage more extensive.

Tolgen (368 kil.), 1781 ft. Many farms, and *Ch.* on opposite side. Keeping along the rt. bank of the Glommen, now small and very rapid, the train passes through

Os stat. (385 kil.), 1975 ft. The *Hummelfjeld* (5150 ft.) is kept in view (to rt.) while crossing the *Haaelv* and traversing a sandy region to the first stat. in the "Stift" of Trondhjem:

Röros ✱ (399 kil.), 2060 ft. *Buff.* This is a town of about 2000 inhabitants, on a barren plateau watered by the *Hitter-elv*, the Glommen making a bend W. of it. It was founded in 1646, after the discovery of the neighbouring *Copper-mines*.

The *Mines*, which are in private hands, are no longer so prosperous as formerly. Nevertheless they yield about 300 tons of metal, the ore being smelted with British coal since the exhaustion of the forests in the vicinity. As the lodes run nearly horizontally, some of the workings are accessible by carts. There are also shafts that descend to nearly 300 fms.

There is but little husbandry, on account of the altitude and severity of the climate, but cattle-breeding is largely pursued, the detritus of glaciers and the sandy soil having been converted into good pasture by much labour and manure. Mercury has been known to freeze here in the winter, of which the length is quite 8 months.

The *Smelting-house*, the *Mines*, and the *Ch.* are objects of interest. In the ch. (built 1780) are portraits of discoverers of lodes, and of managers and ecclesiastics.

[A post-road runs hence (E.) to the elevated *Fæmund* lake (56 kil. long), which is worth visiting, especially for the purpose of taking the fine *trout* in it. The N. end is the best, but experienced British anglers are generally in occupation of the limited accommodation (and boats) available. The stats. are **Sæteren** (17 kil.); **Langen** (18 kil.) Walk thence to **Sonderviken** (¾ hr.) to str., which runs down the lake, stopping at several places. At **Fæmundsenden** is a good *Hotel*, and a road into Sweden.

Another (good) road (more northerly) runs to **Malmagen** in Sweden. Stats.: **Jensvold** (17 kil.); **Skotgaarden** (18 kil.); and **Malmagen** (22 kil.) In this direction, on the *Vigel fjeld*, Lapps are occasionally found encamped, but inquiries should first be made and guides procured, the pursuit of such encampments being difficult and laborious. From **Skotgaarden** an excursion can be made by road to the pass of *Skardören* and the *Stuesjö* lake (7 hrs.), at the S. end of which is **Stuedalen**, 11 kil. from the previous stat. At **Storelvoldsæter** 5 beds for tourists. Fine view of the *Vigel* peak, the *Skarvdörs fjelds*, &c. From Stuedalen there is a good road down the *Tyndal* valley to **Selbu**, whence Trondhjem is easily reached.]

In its course from Röros the train stops at

Nypladsen (406 kil.), 2057 ft. The turbulent higher waters of the Glommen are crossed before the next stat., not far from which (rt.) is the *Aursund lake* (2283 ft.) from which that river issues.

Jensvold (412 kil.), 2093 ft. After passing a lake (l.), a stone pillar is

seen on the same side, indicating the highest point of the line (2198 ft.) on the watershed between the *Glommen* and the *Gula*. The valley of the latter is later descended as far as Melhus (see below).

Tyvold (420 kil.), 2178 ft. To the l. is a branch line to one of the mines. The most interesting part of the line begins here. Best views on the l. A viaduct (107 ft.) over the Gula brings the train to

Reitan (432 kil.), 1774 ft. Through cuttings, with peeps of the well-cultivated *Guldal* valley, the bottom of which soon becomes wooded and rocky. **Aalen** *Ch.* to l. The next stat. is

Eidet (442 kil.), 1381 ft. *Buff. Reindeer* are to be seen in the neighbourhood of the *Garaaen* (reached through *Hesjedal*), where they are almost daily driven in to be milked.

The rly. now runs at a high level through several short tunnels and cuttings, and, traversing the *Dröilierne*, crosses (after the fifth tunnel) the *Dröia* by a bridge 144 ft. high. With the parish *Ch.* to the l., the train soon reaches

Holtaalen (454 kil.), 987 ft. A picturesque assemblage of farm buildings. Native costumes have partially survived in this district—red jackets, leather breeches, and peaked woollen caps being sometimes still worn by the men. The scenery of the Gula valley develops as the train proceeds to

Langlete (463 kil.), 774 ft.

Reitstöen (472 kil.), 672 ft.

Singsaas (480 kil.), 577 ft. *Buff.* A pretty *Waterfall* beyond to l., and parish *Ch.* The mouth of the *Forradal*, with terraces of *débris* on the same side.

Björgen (486 kil.), 482 ft.

Rognaes (499 kil.), 315 ft., and

STÖREN (510 kil.), 210 ft. *Buff.* The Dovrefjeld post-road here joins that from the Glommen valley.

Keeping N., the rly. continues along the bank of the **Gula** (crossed at Stören), which winds its rapid course through a dark ravine; the mtns. on either side and in the distance being clothed with pine and fir to their summits. The scenery is remarkably fine. Numerous lateral valleys pour their tributary streams into the Gula.

Glimpses of the distant lakes from which the rivers of these side-valleys flow are obtained here and there on the horizon in clear weather.

[The *salmon-fishing* in the Gula, both above and below Stören, is good, but the best reaches are generally occupied by British tenants on long leases. Inquire at Trondhjem for vacancies or facilities.]

The unimportant stopping stats. between Stören and Trondhjem are—

Hovin (517 kil.), 174 ft.

Lundemo (524 kil.), 108 ft. Near this the stream expands into a small lake, and a small river is crossed.

Ler (530 kil.), 79 ft. The line continues along the winding Gula, mtns. becoming more rounded and decreasing in boldness, but still covered with forests along the higher points. Numbers of farms on both sides of the valley.

Kvaal stat. (535 kil.), 161 ft.

Söberg (538 kil.), 102 ft. Glimpses of the *Selbu* lake and of the valley of the *Nid* are obtained on the rt.

The line now recedes from the Gula and passes *Melhus Ch.*, ascending rounded hills and broken, picturesque ground, highly cultivated in places. Turning E., it enters the valley of the Nid.

Melhus (541 kil.), 75 ft. The stat. is beautifully placed on the crown of a small hill, with fir-clad mtns. towering above each other in the background, and the valley winding away into the far distance on the rt.

The ascent is continued, with pretty views to the l. of the *Orkedals fjord* and the *Gulosen* branch of the *Trondhjem fjord*, into which falls the Gula, now l. Terraces of glacial origin.

The next small stat. is

Nypan (546 kil.), 230 ft. A snow-capped mtn. visible W. After a steep

ascent the line attains an altitude of 462 ft. at

Heimdal (551 kil.) The line is here almost level, and passes many farms and villas. In the valley of the *Nid* will be seen (rt.) the *Lille Ler-fos* (*salmon* and *sea-trout fishing* sometimes available), and, following the l. bank of that river, the train runs round the N. side of the city by a bridge, with views of the old *Fortress* of *Christiansten*, *Ilen ch.*, and the fjord, and enters its terminus at

TRONDHJEM (562 kil.) (For description, &c., see Section III. of *Handbook.*)

ROUTE 15.

CHRISTIANIA TO CHRISTIANSAND, *viâ* INTERMEDIATE PORTS.

(By str.)

[Distance, 289 kil. (39 Norwegian naut. m.) Time, 13 to 20 hrs. (according to size of str. and the number of ports called at). Fare, 18.45 kr. Reduction for a family, wife paying half fare. Food, 5 kr. per day, if not separately per meal. By the Wilson line direct in 13–15 hrs. Fare, 20*s.* 6*d.* A Norwegian mail str., with excellent accommodation, leaves Christiania nightly in summer for Bergen, stopping generally at places mentioned below before reaching Christiansand. (Consult time-tables.) This route is very enjoyable in summer, and being almost entirely (by the Norwegian strs.) within the "Skerries," or rocks and islands girding the coast, gives no opportunity for the development of sea-sickness, even when exceptionally incurred at the few and short stretches open to the waves of the *Skagerak*.

Travellers who desire to break the voyage will find local strs. available between most of the intermediate ports, in addition to the larger daily mail-packets.]

The scenery in the upper part of the Christiania fjord has been described in Rte. 1. Stopping-places:

Dröbak ✻, in 1½ hr.
Horten ✻, „ 3½ hrs. } (see Rte. 1).
Vallö ✻, „ 4½ „ (see Rte. 4).

Thence S. round *Nöterö* and, generally, through the small but pretty *Vrængen Sound*, between the latter island and that of *Tjömo*, which the str. leaves on the l. before steering out to *Færder* lighthouse (Rte. 1), where the Christiania fjord is considered to commence. There is a short bit of open sea here (frequently rough). The *Tönsberg Tonde*, a high rock polished by the action of the waves, and with a beacon on it, will be seen, as well as the mouth of the *Sandefjord*, passing which the str. turns into the fjord of

Laurvik ✻ (7½ hrs.), (see Rte. 4). There is generally a stoppage here of about ½ an hr. for the discharge and loading of cargo. In ½ an hr. after starting the str. touches at

Frederiksværn (see Rte. 4). Here, again, the str. proceeds to sea along the unprotected coast of *Brunlaugnæset*, and in about 1½ hr. enters the rocky *Langesund fjord*, and, taking one of the two available channels, calls at

Langesund (141 kil.) *Brit. Vice-Consul* for this port and Brevik. This is a wretched-looking little place with about 1200 inhabitants. No decent accommodation.

[A local str. waits to convey passengers, &c. to **Porsgrund** and **Skien** (see Rte. 4), in about 2½ hrs., *viâ* **Brevik**,* a prettily situated town (about 2000 inhabitants), which is reached in ¼ an hr., opposite the pretty shipping place of **Stathelle**. There are also post-roads to **Brevik**, **Skien**, and **Kragerö** (43 kil.)]

After a short run (again in the open sea) across the *Rognsfjord*, the str. returns within the islands and rocks (mostly bare), and enters either the *Langaarsund* (*Langesunds Kreppa*), a strait so narrow that it seems possible to jump out on the rocks, on either side, or (in the case

of a large vessel) the broader channel inside the *Jomfruland*, a long and narrow island, on which is a light-house. In about 1½ hr. it is moored at

Kragerö ✱ (153 kil.) *Brit. Vice-Consul.* This is a cheerful-looking and prettily situated town (pop. 5800), with a background of wooded hills. It has a considerable trade, and owns much shipping. It boasts of a *Monument* (a bust) to Prof. Schweigaard, a native of the place whose statue is in front of the university at Christiania. In the neighbourhood are some iron and apatite (phosphate of lime) mines.

[The post-road westward, a continuation of the road from Langesund, is not good. Mail or local strs. preferable.

Telemarken can be reached from Kragerö by a good new road (114 kil.) to **Kirkebö** (**Hviteseid**) in about 20 hrs. It leads through a thinly populated district, with large forests, the scenery, however, being in many places very fine. A carriole must be used, as the road is narrow. The quarters are poor, and provisions should be taken. The stats. are—

Stöen (10 kil.)

Mærkebæk (12 kil.) A fine road runs hence (24 kil.) to **Kjeaasen**, but it is best to cross the pretty *Tokevand* by one of the small strs. that ply on the lake, which is 187 ft. above sea-level, about 12 sq. m. in area, and dotted with many islets. Its N. part is called the *Hoseidvand*. In 1½ hr. the str. reaches **Kjeaasen**, where posting is resumed to

Bö, in **Tördal** (21 kil.) The road runs through large forests along the *Förnæs-elv* and the *Bjorvand* (where there is *trout-fishing*, although better sport is obtainable in the *Kleppevand*, a mtn.-lake 7 kil. from Bö). The next stat. is

Strand (33 kil.), the stage running through a pretty valley hemmed in by mtns. on either side. The route ends at

KIRKEBÖ (**Hviteseid**) (14 kil.) See Rte. 5.]

In about 2 hrs. the str. reaches

Risöer ✱ (Österrisör). *Brit. Vice-Consul.* A quiet little seaport town (3000 inhabitants) close to the sea, the breezes from which in summer are refreshing. Apatite is raised in the neighbourhood. The contiguous *Söndelid fjord*, with a river issuing from a lake, is worth visiting by the local str. There is *trout-fishing* in the lake, but the river is generally too much obstructed by logs. There is a pretty, old *Ch.* (11 kil.) at the head of the fjord (good *sea-fishing*, also *salmon* and *sea-trout* in it), and several farms at the mouth of the river with good accommodation. Much shipping owned here.

[Communication by local str. with Arendal.]

The next place stopped at, without anchoring, is

Lyngör, a land-locked basin in which (July 1812) the "Dictator," an English battleship (64 guns), destroyed the Danish frigate "Najaden" (42 guns). A commemorative pillar seen on the rocks.

Winding next between wooded islands, the str. disembarks passengers and goods at **Dyngö** for **Tvedestrand.**

[Only the small strs. run into *Tvedestrand* (pop. 1700), where there is a post-road to Telemarken, more easily taken from Arendal (see below, and Rte. 16).]

In 2½ hrs. more the mail str. reaches (early in the morning)

Arendal ✱ (233 kil.) *Brit. Vice-Consul.* Pop. 4500. This is a pretty town (enfranchised 1723), built partly on the mainland and on rocks projecting into the channel formed by a belt of islands, and near the mouth of the *Nid*.

From the quay at which the str. stops, ascend by some steps (rt.) to a terrace with trees (*Övre-Batteri*), from which an excellent view is obtained. Ten min. sufficient. There is also a good and pretty road (*Castel Veien*) up to it.

The principal street is broad and well laid out. The handsome red-brick *Ch.*, which occupies a commanding position, was built in 1889. The citizens own more sailing-ships than any other port in Norway, and do a considerable trade. They have a *Museum* (some pictures, portraits of local celebrities, antiquities, &c.), a *Theatre*, and an *Art-association*. In the neighbourhood are some iron and other mines.

A small str. ascends the *Nid*, bor-

dered by villas, for about 13 kil., through pretty scenery. Above **Helle** (its terminus) is the *Rygende-fos*, which is worth seeing. There are pretty walks in the *Hove-skov* (wood), on *Tromö* island, which, with *Hisö* island, borders on either side the channel taken by the str. on her further course.

[Local strs. run to **Christiansand** and 2 post-roads to **Grimstad** (19 and 21 kil.) There is also a post-road to **Faret** in *Sætersdalen* (90 kil., 5 stats.)
(For road to *Telemarken*, see Rte. 16.)]

After passing 2 lighthouses (*Torungerne*) a short stretch of open sea will be traversed before shelter is again found inside the *Hesnesöer*, forming a splendid harbour well known in the middle ages, and where Christian II. of Denmark landed, 1531. In about 1 hr. the str. calls at

Grimstad, ⁎ in the *Grosfjord*, also a shipping and trading port (pop. 3200), incorporated 1816. There are ironworks, shipbuilding yards, &c., in the neighbourhood.

[A splendid, picturesque road runs to the *Hejrefosfjord*, passing 2 other lakes, one of which (*Soule*) is surrounded by high cliffs. It branches off to **Hörte**, situated in the middle of a forest, on a considerable eminence, from which is a beautiful view of 7 lakes. From Hörte a good, new road leads to **Arendal**, which can be visited in 5 hrs. (there and back).]

The coast scenery is dreary as far as

Lillesand, ⁎ a port (1500 inhabitants) at the head of a small bay. The country around it is pretty, and close by are the harbours of **Homborgsgrund**, **Brækkestö**, and **Gamle Hellesund**, with pilot and Customs stats., and excellent *mackerel-fishing*. On the sea-coast between this point and Christiansand a Russian frigate was lost with all hands (except one) in 1842. Soon after passing through the long *Randösund*, the small *Lighthouse* on **Grönningen** is sighted, and, more to the W., the more important one of **Oksö**, with a semaphore signalling apparatus. The eastern harbour of Christiansand next opens, with the valley of the *Torrisdal* river in the background; and, after passing *Odderöen light* and rounding an old fortification, the str. lands passengers (4 hrs. from Arendal) at

CHRISTIANSAND (see Rte. 1, and next Section).

ROUTE 16.

ARENDAL, OR TVEDESTRAND, TO TELEMARKEN.

(By road.)

[This route (distance from Arendal 150 kil.) has not yet been taken frequently, but deserves exploration, especially in combination with the good *trout-fishing* in the fine *Nisservand*, 34 kil. long.]

The stats. from Arendal are

Brekke (11 kil.)
Tvedestrand (15 kil.) (See Rte. 15.)
Uberg (15 kil.)
Simonstad (Aamlid) (18 kil.) Beautifully wooded country. One of the places in Norway where colonies of the *beaver* are still found. Continuing along the bank of the *Nid*, by a road partly flat, partly excavated out of the hillside, and crossing the *Stikvas-elv*, the traveller reaches

Nergaarden (13 kil.) Good quarters. Hotel to l., above stat. A narrow valley is then entered with steep mtn.-sides on l.; after which the road runs along a heath and past the *Olstad* farms (rt. side of the river), at the foot of the *Olstadfjeld*.

More heaths, and bridges across 2 rivers near their confluence with the Nid, which is then partly followed. Crossing a brook (*Karls-elv*) beyond a long stretch of plain, the road ascends to

Öi stat. (16 kil.) Good quarters. The brook is followed, and then over marshes and heather. Beyond, the Nid is kept to the l., and crossed by a ferry. The *Högfos* is then seen from the road, and also another, smaller waterfall. The *Rau-elv* is crossed at its junction with the Nid, and, a little beyond, on the l., a road runs off to the *Fyresdal*, leading to a lake of the same name. After passing **Eidstjernet, Aasen,** and **Treungen** *Ch.*, the stage ends at

Tveitslaa (19 kil.), close to *Tveitsund*, at the S. end of *Nisser lake* (*trout-fishing*).

The road now runs along the shore of Lake Nisser to

Bakka (*Nissedal*) (19 kil.) Two further posting-stages can be saved by taking the small str. which runs several times a week to the head of the lake, from which *Strand* (in Vraadal) is quickly reached. A rapid descent brings the traveller thence (7 kil.) to

HVIDESEID, on the *Hvidesjö*, connected with the *Bandak* lake (see Rte. 5).

ROUTE 17.

CHRISTIANSAND TO TELEMARKEN, THROUGH SÆTERSDALEN.

(By road.)

[Sætersdalen will well repay the present relative, but fleeting, discomforts of the tour here sketched, which can even now be easily done by ladies. It is watered nearly throughout its entire length from N. to S. by the *Otteraa* (*Torrisdals-elv*), which falls into the sea at Christiansand, after a course of 226 kil., and forms a chain of lakes, large and small. Including that of lateral valleys the pop. of Sætersdalen numbers about 23,000. The ancient dress and habits of the people, almost exceptionally preserved, are not among the least of the attractions. Although the winter dwelling-houses are generally not older than the 17th cent., the rough cabins with an aperture in the roof in lieu of a chimney (to this day found also in Russia) are of the middle of the 17th cent., the oldest being interesting types of almost aboriginal local habitations. Much folklore is current and superstition still rife. The dialect is peculiar, and its affinity to the Scottish is attributed to a supposed infusion of Scottish blood at a remote period.

A rly. (171 kil.) in construction to the Byglandsfjord (see below) will, from about 1895, greatly contribute towards removing most of the objectionable features that render Sætersdalen a somewhat exceptional district in Norway.

The posting is at the usual rate of 15 ö. per kil. at fast stats., and 11 ö. at others. The journey from Christiansand to Dalen in Telemarken can be easily done in 5 days.

Provisions and *insect-powder* should be taken.]

The distance to Viken, the last posting-stat., is 155 kil. (pay for 164 kil.), but it is somewhat reduced by recourse to strs. on lakes. The stages are—

Mosbö (11 kil.), can be reached by str. from Christiansand.

Reiersdal (17 kil., pay for 22). The *Langevand* is left to the rt., also 2 other lakes and the small *Ch.* of *Hægeland*. After driving for about 1 kil. along the shore of the *Kilefjord* (460 ft.), the end of the stage is reached at

Kile (13 kil., pay for 17). Good quarters supplied by master of str. This point is generally reached direct (6 hrs.) from Christiansand in a carriole or carriage and pair. A halt here for the night is recommended by one of the most recent travellers by this route.[1] The next posting-stage is

Faret (21 kil.); but a small str. plies almost every day from Kile to the *Evje Nickel-works*, stopping at Faret and *Daasnes*, about 3 kil. below the *Fennefos*, where there is a good hotel. There is another hotel ("Dölen") above the waterfall, on l. side of the river. There is fairly good *trout-fishing* in the lake. The scenery on the *Kilefjord* (20 kil.) is pleasant and attractive to an artist or photographer. From Faret the posting-road runs along the rt. bank of the river, through a broad valley bordered by low mtns. The *Vaalefos* is passed, and to the rt. is visible the *Aardalsknut* (2480 ft.) After a short stretch of bog and moor is

Guldsmedmoen stat. (14 kil.) Inn kept by the master of the str. that runs in about 4 hrs. up the *Aardalsfjord*, the *Faanefjord*, and the *Byglandsfjord* (to which the rly. in construction will run) to

Næset, and thence in 20 min. to

Sæterdalens Sommerhjem ✻ ("Summer home"). This is a healthful, pleasant resort, affording excellent accommodation on an extensive scale. Good *trout-fishing* in the neighbourhood.

Bygland stat. (2 kil. from Næset) is a good place for *anglers*, who should make the "Sommerhjem" their headquarters.

If the depth of water in the river permits, a small str. runs up to *Frövisnæs*, and 6 kil. beyond, to *Ose*. But it is most frequently necessary to post from the "Summer home" to

Ose (17 kil. by road from Næset, 42 kil. from Guldsmedmoen, and 79 kil. from Kile). The str., however, under favourable circumstances continues its course to *Strömmen* (22 kil.), to *Urdvik*, where a sluice is passed, and to *Frövisnæs*, where the Christiansand Tourist Association has *fishing* quarters.

At Ose are 2 old carved *Staburs* (storehouse), one with stairs formed of a single huge log, in which the steps have been hollowed out by fire. A bridal dress, silver ornaments, and various other curiosities are exhibited. There is a mtn.-path hence to *Fyresdal*. The *stolkjærre* will take the traveller to the next stat.,

Helle (20 kil.) Tolerable accommodation. The valley again runs W., with steep mtn.-sides on the rt. and large farms on green patches to the l. *Hyllestad ch.* is passed before turning N. and crossing the *Faraaen* river, which forms a waterfall, and is later passed by a bridge at the point where it opens from the small, wild-looking *Flaaen* lake. With the *Hallandsfos* on the rt., the road runs over to the rt. side of the river, opening a view of *Valle* "church-town." Soon after passing *Aakre*, where some remarkable giant's cauldrons can be inspected (to the l.), the stage ends at

Viken (20 kil.) Comfortable quarters at the storekeeper's. In Valle *Ch.* the altar-piece is interesting, as are also the more or less ancient farms in the vicinity.

[There is a road hence to *Byklum* (31 kil.), viâ *Björneraa* and *Trydal*. Tolerable accommodation.]

Here, saddle-horses and guides must be engaged for **Dalen** (20 kr. per horse and guide). Ladies' riding appliances defective, horses somewhat scarce, and luggage must be

[1] "The Sætersdal and S. Norway." By Alice Ogilvie. Edinburgh, 1891.

limited to what can conveniently be carried on horseback.

The bridle-path begins at *Flateland* (1½ hr. from Viken). It is strewn with rocks and stones. A ravine, many hundred ft. deep, is a short distance off the track. As at the *Ravngjuv* (see Rte. 5), the current of air is so strong that it throws up twigs, &c. that are cast into the abyss. After a bivouac for refreshment, the traveller will, after scrambling over rocks and plunging through marshes, reach (in about 5½ hrs. from Flateland) the *Stor Björnevand*, over which a boat will take him, in ½ an hr., to the *Tourist hut* (2 cabins, with 6 berths). There is *trout-fishing* in the lake and in many of the neighbouring waters, to which mtn.-paths lead.

After passing the night at the relatively cheery hut, the traveller will be taken by boat to the point where the horses are in waiting. After a halt early in the afternoon, the tramp is continued over a still worse part of the route, being a continuous scramble over rocks and across bogs and streams. Occasionally lakes and views of distant blue mtns. render the scenery beautiful. In 8 or 9 hrs. from the hut a good road will be reached from which the great *Bandak* is visible. Descending towards the northern extremity of that lake, rest and perfect comfort will be attained at

DALEN. (For description, and route to the Hardanger, see Rte. 5.)

SECTION II

WESTERN NORWAY

FROM CHRISTIANSAND TO TRONDHJEM

Undal, and *Lyngdal* rivers (see chapter on "Angling"). The neighbouring lakes are also well stocked with *trout*. A good and pretty road runs along the Mandal river to *Aaseral* ✻ (82 kil.), where a *Sanatorium* has been established in picturesque scenery. Exceptionally good *trout-fishing*.

The voyage will be continued with Mandal and *Risör Bank* to the rt., and the open sea will be passed round *Cape Lindesnæs* (the Naze), on which stands the oldest Norwegian lighthouse, originally established in its immediate neighbourhood in the middle of the 17th cent. In about 3 hrs. the str. stops for a short time at

Farsund ✻ (pop. 1650. *Brit. Vice-Consul*), a seaport town with no attractions, and affording only a view of the *Lyngdalsfjord* (rich in *salmon*) and its branches, hemmed in by mtns. In that fjord is one of the largest Government *Nurseries*, from which the S. and E. of Norway are supplied with young trees.

To Farsund, however, belongs a large amount of *shipping* (sailing vessels of an aggregate burden of 40,000 reg. tons), employed in the foreign trade. It is also one of the principal places in Norway from which fresh *fish* is exported in ice. On leaving, the str. passes through a short stretch of open sea, skirts the low *Listerland*, on which is a tall lighthouse, and, turning into the *Listerfjord* and later into the *Stolsfjord* and the *Flekkefjord*, reaches (in about 4 hrs.) the quay of the sheltered harbour of

Flekkefjord. ✻ Pop. 1652. *Brit. Vice-Consul.* The town is prettily situated with mountainous surroundings. Its chief industry is the tanning of Brazilian ox-hides. The *salmon*, *mackerel*, and *lobster* fisheries are important. **Fedde**, in the fjord of that name, and into which the *Kvina* river (rich in *salmon*, and leased at a high price) falls, is about 10 kil. S.E. of the town. To the N. is the *Siredal* and the *Siredalvand* (a lake 25½ kil. long), which falls into the *Lundevand* (a long lake W. of the Flekkefjord). A str. plies on these 2 lakes, from which the *Sire* discharges its waters into the sea as a *fos*. A splendid *ladder* has been erected here by the *Aaen Sire Salmon Fishery Co.* to enable *salmon* to ascend, and large quantities of salmon-fry are annually hatched. There is good *trout-fishing* in the upper lakes of this district. Beyond is

Rægefjord, the stat. for *Sogndal* (about 5 kil.), where there are *Iron mines*.

Unsheltered again, the str. is steered along a wild, rocky coast, and, after passing **Vibberodden** Light, terminates this section of her voyage at

Egersund ✻ (141 kil.) Pop. 2960. *Brit. Vice-Consul.* The town is well situated on the mainland, opposite the large *Egerö* island, which has a lighthouse at its S.W. extremity. A considerable trade in *mackerel*, *salmon*, and *lobsters* is carried on here, and much shipping belongs to the port. The town is famed for its potteries, and more especially for its fine *Stoneware works*, which are worth inspecting. Many of the lakes and rivers in the district afford good *trout-fishing*. *Salmon* and *trout* abound in the *Ogne* river (18 kil.) The *Haar* and the *Sogndal* rivers (39 and 32 kil.) are good *salmon* streams, dependent, like other rivers on the Jæderen coast, to a great extent upon the condition of the water. The *Tengs*, only 3 kil. from the town, is also a good salmon river, and part of it can be fished by permission of the lessee. (Inquire locally.) A *salmon-ladder* has been put up near the *Fotlandsfos* on this river.

Tourists who do not fear the rocking to which strs. are generally exposed on the low, open *Jæderen* coast, can make the voyage to Stavanger in 5 to 7 hrs. from Egersund. This is essentially a sea voyage, with little to gratify the eye until the

mouth of the *Hafsfjord* is reached. Here Harald Haarfager was victorious over the last of his opponents in 872. Entering the *Haasteinsfjord*, with *Hvitingsö Light* to the l., and rounding *Tungenæs*, the str. enters a bay of the great, much-ramified *Bukkenfjord*, in which lies (237 kil. by sea from Christiansand) the city of

STAVANGER. (See next Route, by rail from Egersund.)

ROUTE 19.

EGERSUND TO STAVANGER.

(By rail.)

[Distance, 76 kil.; time: mail, 2½ hrs.; fare, 2nd cl., 4 kr. The departure of the trains at either end is timed in such a manner as to admit of the mail str. being rejoined after it has passed the exposed Jæderen coast.]

The principal stats. on this line are—

Helvig (9 kil.) On leaving Egersund, the river of that name is crossed, and later the *Tengs-elv*, which flows out of a lake to the rt. The *Nysund* is then skirted amidst wild and rocky scenery. Beyond Helvig is another lake to the rt., and, with the open sea in view, the *Ogne* river is passed. *Ogne* ch. and farm will be seen to the rt. before reaching

Ogne (17 kil.) Sand-dunes prevail, after which the *Jæderen* coast will be seen strewn with boulders. Many Norwegian and other artists are found here, at every season, studying marine views, &c.

Vigrestad (26 kil.) The open sea is now at a greater distance. On the coast will be seen the hamlet of *Haar*, where seaweed is extensively burned and kelp prepared for the manufacture of *iodine*. *Trout-fishing* to be had.

Varhaug (32 kil.) Scenery still more desolate. Leaving *Nærbö ch.* to the l., travellers will have time for refreshment at

Nærbö (38 kil.) *Buff.* The large farm is called *Næsheim.* Wide stretches of bog-land, with fields interspersed. Several small streams are crossed before reaching

Thime (46 kil.), a small hamlet, with a good inn. *Trout-fishing* good. The country gains in fertility of aspect, and, after running along the shore of the *Fröilandsvand*, the train draws up again at

Klep (51 kil.) The line now runs considerably inland. The *Figgen* river (*trout*, and *salmon* late in summer) will be crossed before reaching

Höiland (57 kil.) Thence the line follows the *Ganddal* (with some fine farms), and at the outflow of the *Gand* river into the *Gandefjord*, the train stops at the prettily situated harbour of

Sandnæs (62 kil.) A *Woollen mill* is close by, and several large *Brick and Tile works* on the opposite side of the fjord, which is skirted to

Hinna (69 kil.) Pretty view over the fjord. After a momentary stoppage at

Hillevaag (74 kil.), the train runs through the suburbs and into the stat. of

STAVANGER. ✱ *Brit.* and *Amer. Vice-Consuls.* Pop. 25,000. Very prettily situated on a branch of the *Bukkenfjord.* This now important commercial city is supposed to have been founded in the 11th or 12th cent. Its real history and progress began in the middle ages, after a bishopric had been established in connection with its fine cath. Fires in 1633 and 1684 devastated Stavanger and gave Christian V. the opportunity of withdrawing its privileges

in favour of Christiansand, to which he also removed the episcopal seat. It began, however, to rise again in 1808, when the spring herrings returned to this part of the coast, and especially after the pacification of Europe. Next to Christiania and Arendal, Stavanger owns the largest amount of *shipping* tonnage. In 1889, 50 strs. (16,790 tons) and 459 sailing vessels (88,353 tons) hailed from the port. The value of its *imports* in 1890 was 365,500*l*., and that of its *exports* 123,000*l*. (one half fish). As a port of call for strs. from and to Newcastle, Hull, &c., on account of its easy communication, by sea and land, with the Hardanger fjord, Stavanger is becoming more and more a starting-point for tourists, of whom 3500 (and 19 yachts) visited the place in 1890.

The city stands on the N.E. side of a large penin., and commands beautiful views over the Stavanger fjord and the mtn.-ranges to the E. and the N.E. A small island acts as a breakwater, and gives perfect security to the 2 harbours of *Vaagen* and *Östervaagen*, separated from each other by the *Holmen* penin.

Passengers have generally ample time for a visit to the

Cathedral.[1] With the exception of that of Trondhjem, this is the most perfect specimen of the architecture of the middle ages in Norway, and is very interesting. The original edifice (founded about the 12th cent.) was almost completely burned down in 1272, after which its high tower and main porch were not re-erected. The older portions that have survived have considerable affinity with the architectural features of Winchester Cath. This is explained by the fact that the builder was Reginald (Reinhaldr), a Benedictine monk of Winchester, who died (the first Bishop of Stavanger) in 1135. He obtained from Sigurd Jorsalafarer the means of sending to England for workmen and completing the building. The king had put away his wife, Malmfrid, in 1128, in order to marry a younger woman. The bishop protested and refused to sanction the marriage, but finally consented to perform the service after the king had marched to Stavanger and paid, as a fine, a sufficient amount to defray the expenses of finishing the cath. It was dedicated to St. Swithin, bishop of Winchester, and an arm of the saint, whose body was then preserved at Winchester, was sent as the first and chief holy relic of the Stavanger sanctuary. About 1540 the cath. was plundered of its treasures and nearly deserted. It was "thoroughly whitewashed" about the middle of the 18th cent., and finally restored in 1867.

The total length of the present edifice, which is of a greyish stone, with pillars, lintels, &c., of soap stone, is about 197 ft., 66 of which are occupied by the chancel, which is Gothic, of the Early English character, while the nave, built before the fire of 1272, is Norman, like the porches on the S. and N. sides. The arches between the pillars have zigzag ornamentations, in some parts replaced by old Norwegian dragon-tracery. In the S. aisle is a fine old oak pulpit, carved by Lawrence Smith, a Scot, and presented by a lady who was buried in the cath. in 1678. The windows in the chancel are filled with stained glass, the 4 Evangelists being represented in the centre. A stone staircase leads from the chancel to an octangular tower in the corner between the nave and the chancel. Einar Kongsmaag sought refuge here in 1205 from the *Bagler*, or Episcopal faction, but was murdered in the churchyard. On the N. and S. sides of the chancel, at its E. end, are 2 contemporaneous towers, with 2 vestries, in which are hung some monumental tablets of the 16th and 17th cent., and a portrait on panel

[1] Keys at the Fire-brigade stat., l. of main entrance.

of the third bishop after the Reformation (1571–1604).

Alongside of the cath. is the *Kongsgaard*, in which the Rom. Cath. bishops resided, and now the "Latin School." The cellars alone are ancient. On its N.E. side is extant the private *Chapel* of those bishops, which must have been built at the same period as the chancel of the cath. Used now as a library, it is entered from the school.

Conflagrations and consequent reconstructions have left few other traces of ancient architecture.

The **Museum**, established in 1877, is of some interest. The large collection of fishes includes a rare and remarkable specimen (in spirits) of the *Sild Kong*, or King of the Herrings (*Gymnetrus glesne* or *grilli*), about 9 ft. long, with a curious cord attached to the ventral fin and terminating in an integument shaped like a thong. Traditionally the cord was used for the allurement of fish on which the king fed. The royal title is assumed to have been gained by the spikes which crown the head. The specimen was found without its tail in 1884, at Skudenæs, on Karmöen island. Strangely, the same defect existed in the only specimen of the same fish that has been found on the English coast, at Newlyn, Cornwall. In the Museum at Penzance is a rough painting of the *Ceil Conin*,[1] that was washed ashore there in 1788, minus its tail, which has been depicted from imagination, since its shape is very different from that of the preserved tail of a similar fish shown at the Museum in Bergen. The length of the Cornish specimen was 8½ ft. without the tail, its width 10½ in., thickness 2¾ in., and weight 40 lbs. It is depicted as having 2 cords issuing from the foremost fin. The attention of visitors will also be drawn to a specimen of the curious "Trunk-fish," from the East India Islands.

Among other curiosities may be mentioned the only known specimen of a *black seal*, shot near Stavanger in 1890; 2 joined *calves' heads* from Madagascar, with 4 eyes and 2 snouts; 2 white *calves* (in a glass case containing a stuffed *bison*) with 1 head and 7 legs, of which one hangs uselessly; Norwegian brown *bears*, *gluttons*, &c.

In the upper storey is a good collection of *stone implements*, *pike-heads*, ancient *swords*, *Indian* and *Chinese* objects, *coins*, unique *silver spoons*, &c.

The **Market Place**, near which the Museum stands, is worth seeing in the morning (especially on Wed. and Sat.) for the lively traffic in fish and other produce. A walk should also be taken to the pretty *Bjergsted Park*, reached by a road running to the rt. of the *gas works*, in the N. part of the city. For a fine view of the city and its environs, the fire watch-*tower* on the *Valbjerg*, in the centre of the town, and the *Vaalandspibe* (330 ft.), S.W. of the city, should be ascended. The still higher (460 ft.) *Ullenhaug*, more to the W., affords a still wider and more beautiful prospect. At its base is a *Fish-hatching establishment.*

[Excursions, by road and local strs., can be made very enjoyably in many directions. Places on the Jæderen coast can be visited by rail for *trout-fishing*. Assistance and advice will be given by the local Tourist Association or at Bennett's Agency.

The *drives* are—

(1) To **Sole**, a hamlet on the Jæderen coast, about 11 kil. S.W., where a ruined *Ch.* of the 11th cent. has been converted into an artist's studio.

(2) To **Tungenæs** and its lighthouse, returning *vid Kværnevig*, an oasis in that otherwise treeless district, past *Revem* ch., and along the shore of the *Hafsfjord*.

(3) To **Revem**, thence across the Hafsfjord to *Meling* and *Tananger*. From the latter, *Rot* island, the southernmost point in Norway for the gathering of *sea-birds' eggs*, is accessible.

Local strs. will convey the excursionist to one or more of the following places:

(1) **Homersand**, in *Hetland*. Thence on foot or drive through *Lutsi* and *Vatne* to *Sandnæs* rly. stat., returning in the evening by rail to Stavanger.

(2) The **Lysefjord**, stopping at *Höle* and

[1] Evidently a corruption of the Norwegian "Sild Kongen."

Fossan, near which a large "giant's cauldron" is shown. Thence up the fjord (35 kil. long, but scarcely 2 kil. broad) to the *Lysebunden*, or the head of the fjord, which is one of the narrowest and wildest gorges of the Norwegian fjeld masses, with sides rising in some places to more than 3300 ft. from the water's edge.

(3) The **Eastern** and the **Western fjords** will occupy, severally, an entire day, which can be pleasantly passed on board the str.

(4) On certain days of the week (inquire locally) a str. runs to **Udstens Kloster**, to which visitors will be attracted by the fine *ruins* of an *Augustine abbey* (13th cent.), of which the *chancel* only has preserved a roof, and is still used for Divine service. The architecture of the abbey and the materials used in its ornamentation are the same as those of the Stavanger cath. It formed a square, the *ch.* being in the N. wing, and the *kitchen* and *refectory* in the S. The central building is now the dwelling-house of the proprietor. Tourists can return to Stavanger the same evening.

On all the above excursions more or less good quarters are obtainable, but it is advisable to carry a few provisions.]

(For *communications* with Great Britain and Norwegian coasts and fjords, see time-tables and following Routes.)

ROUTE 20.

STAVANGER TO BERGEN, *vid* HAUGESUND.

(By str.)

[Distance, 25 Norweg. naut. m.; time, about 10 hrs.; fare, 10 kr. Mail coasting strs. daily, and frequent other opportunities by Norwegian and British steamships.]

On leaving **Stavanger**, strs. take a northerly course down the Bukkenfjord, past *Tunge*, with *Bragen* rock and *Eime* island to the l., and the *Fjeldö*, with a lighthouse, to the rt. To the rt. will be seen *Moster* island and the old *Udsten ch.* (see last Route). Steering over the broad and open Bukkenfjord, the largest strs. take the channel between **Karmöen** and *Store Bukken* islands. On the latter is seen the sharply defined *Bukkenfjeld*. At the S. end of Karmöen is *Skudenæs*, a small port. The island is of considerable size. *Vigsnæs* Copper-works are situated on it, and it is rich in upright stones and other monuments of antiquity. *Utsire* island, beyond it, is much frequented for the *mackerel-fishing* afforded in its vicinity. In one of the two large caverns on it the pop. found refuge and concealment on the approach of British war-ships at the beginning of the present cent. The str. (in about 2 hrs.) touches at

Kopervik, another small harbour on the island, after which it passes *Höievarde Light*. *Avaldsnæs ch.* is next sighted. One of 14 royal chapels in the middle ages, and subsequently allowed to fall in ruins, it was entirely rebuilt in 1840. Alongside is the *Virgin Mary's Needle*, an upright stone about 23 ft. high. Tradition expects the world to come to an end when this monolith falls. Beyond, the *Karmsund* narrows, and becomes more smiling. At a ferry place will be seen to the rt. 5 *Monoliths*, known as the "Five Foolish Virgins," one of which, however, now does duty as a telegraph-post.

[*Karmöen* is of some interest to British travellers. James Bothwell was seized here as a fugitive by a Danish ship of war in Aug. 1567. He was taken with his companions to Bergen, and 4 weeks later to Denmark, where he died after 10 years' imprisonment. He had been sent, in 1560, by Queen Mary to France for aid; and proceeding thence to Denmark, he fell in love with, and married, Anna Rusting, daughter of Christopher Rusting, a celebrated Norwegian partisan. Breaking all vows, he left his wife in the Netherlands. On his arrival, however, at Bergen, in 1567, he was recognised by Anna, who had taken up her abode in that city. Eventually, he promised to send her from Scotland 100 dollars a year, but his capture by the Danish Government in Norway practically cancelled that arrangement.]

In another hour the str. enters the well-sheltered harbour of

Haugesund. ✱ Pop. 5870. *Brit. Vice-Consul.* To the N. of the town are *Skaare ch.* and the red granite *Obelisk* (56 ft., including the pedestal) erected 1872 to the memory of Harald Haarfager, on the spot where the king is supposed to have been buried. It is surrounded by 31 upright stones (*Fylkestene*), representing the districts (*Fylker*) which the king subjected to his sway. The Storthing has voted money for the enclosing of the obelisk with a stone wall. The tumulus originally erected over the king's remains has disappeared, but the large stone that covered his grave has been preserved.

A good road runs inland from Haugesund to the *Föresfjord*, the stats. being: **Aksdal** (11 kil.); **Lid** (13 kil.); **Sjurseike** (13 kil.); to **Olen** (11 kil.); and to **Sandeid** (9 kil.) Several pretty lakes (*trout*) are passed on the way.

The voyage is continued, first, along a short stretch of open sea, in close proximity to the wild *Ryfylke* coast, and then past *Lyngholmen*, where King Magnus Smek was drowned in 1374. Soon after, the *Bömmelfjord*, between the mainland and *Bömmel* island, is entered. British capital has been employed in working the *gold* veins that have been found on that island. The larger strs. do not stop at *Langevaag*, on Bömmelen, but proceed to

Mosterhavn, on an island of the same name, with the most ancient *Ch.* in Norway. It was built by Olaf Trygvassön (995–1000), but its architectural features are of no interest. The smaller strs. next stop at

Lervig, on the pretty *Stord* island, on which the mtns. rise to 2600 ft., but the larger mail-strs. take the sound between Bömmelen and Stordö, or more frequently the channel between Stordö and *Tysnesöen*. **Stordö** is a large island at the entrance to the *Hardanger fjord*, steered for by strs. from the southward, and it is at **Lervig** that tourists proceeding to that fjord from the S. generally change strs. In the more frequent course taken by the large strs., *Reksteren* island will be passed to the rt. and **Hofteren** to the l. before reaching the *Björnefjord*, and subsequently the *Korsfjord*. To the rt. of the latter is the *Fanefjord*, with *Fane ch.*, and to the N. of it the small *Bukken* island. Coasting along the large island of *Sartor*, passing *Bjorköen*, and later *Haakonshellen* (where Haakon the Good was born, and where he died in 961), the *Ulvikken* and the *Lyderhorn* come in view. On rounding *Kvarven*, the N. spur of the Lyderhorn, the terminus of the voyage is sighted, and after crossing the *Puddefjord* and doubling *Nordnæs* passengers are charmed, when there is no rainfall, with the aspect of

BERGEN. (For description, see Rte. 22.)

ROUTE 21.

STAVANGER TO ODDE (HARDANGER), *vid* SAND (SULDAL) AND RÖLDAL.

(By str. and road.)

[Since Lakes Suldal and Röldal have been connected by a road magnificent in execution as it is beautiful in scenery, this is a favourite Route between Stavanger and Odde, and *vice versâ* (in 2½ days.) It is more especially attractive when travelling towards the Hardanger fjord.

Strs. run almost daily from Stavanger to Sand (Ryfylke) in about 5 hrs. (10 Norweg. naut. m.); fare, 4 kr.]

1. STAVANGER TO SAND.

(By str.)

The direct course to the *Sandsfjord* runs between several islands,

affording a charming view of the *Björeimskjæft*, with *Gunlanuten* peak (2742 ft.) to the l. of it. The first stoppage is made (in 1 hr.) at

Talgö, on which, in the 14th and 15th cent., existed one of the best-known manorial estates in Norway. Thence (in ½ hr.) the str. touches at

Relstad, on *Finnö* island, prettily situated. The shore of the island is skirted up to *Judeberget*, after which several islands will be kept to the rt. Behind *Halsnö* island will be seen to rise to a great height that of *Randö*. After sighting the mouth of the *Jösenfjord*, with *Ombo* island to the rt., the str. crosses over to the *Sjernerö* group of islands, in the background of which rises the *Heimakono* mtn., and (in ¾ hr.) stops a few minutes at

Kirkeöen. Winding through the pretty, well-wooded islands of the group (of which 7 are inhabited), and then crossing the *Nærstrandsfjord*, the str. touches again (in ¾ hr.) at

Nærstrand, at the entrance to the *Vindefjord*, a favourite summer resort. A direct E. course brings the str. (in ½ hr.) to

Jelse, at the mouth of the *Sandsfjord* (enclosed by wooded hills of no great height), which is then entered, the first stopping-place in it being

Marvik, a pretty place. The scenery becomes more and more pleasant with a mountainous background. The fjelds around *Saude* (at the head of this fjord, worth visiting by the str., which proceeds to it) are sometimes partially covered with snow, even early in Aug. In about 1½ hr. from Jelse the voyage terminates at

Sand, * a charming little place (the capital of Ryfylke) on the shore of a bay, into which the *Laagen* (*Logen*) river falls. (For river of same name, see Rte. 4.) Travellers generally sleep here when coming *from* Odde.

[After calling at Sand the str. sometimes runs into the *Hylsfjord* and calls at *Hylen* (24 kil.), where travellers can leave the str. and walk to **Vaage** (5 kil.) through the exceedingly wild *Hylskaret* ravine, from the highest part of which is a splendid view of the *Suldal lake*. At Vaage (good quarters) the traveller may take the small str. that calls there on its way to *Næs*.]

2. SAND TO NÆS.

(By road and str.)

Engaging a carriole, or some other conveyance (at 15 ö. per kil., the remaining stats. being at 11 ö.), the traveller will drive to

Osen * (19 kil.; 2¼ hrs.) The road from Sand is very good and slightly hilly. At about 8 kil. from Sand the valley narrows to a ravine through which the Laagen rushes (with some *falls*). Some pretty fishing-boxes belonging to British anglers will be passed (at *Sand*, *Skotifos*, and *Suledalen ch.*), the *salmon-fishing* in the river and at its mouth being rented by them. Beyond the Skotifos the road crosses the river to its level rt. bank. To the l. will soon be seen **Suldalen** *ch.* and **Mehus** posting-stat. (*fast*); after which, in less than an hour, the traveller arrives at Osen, at the point where the Laagen issues from the *Suldals-vand*, or lake. *Straabekollen*, a curious pyramidal rock, rises opposite Osen.

After passing the night here, a str. (almost daily) takes the traveller up the lake to *Næs*, a trip of about 2 hrs.

At a distance of about 5 kil. from Osen the str. passes through a grand **Chasm**, known as the *Suldalsport*, with steep cliffs (300 ft.) on each side, appearing as if they touched each other. The first stopping-place is **Kvildal**, where the lake is widest; but, narrowing again, it has steep mtn.-sides to the rt. and l., while in the background to the N. will be seen towering the snow-capped *Mælen*. The str. stops next at

Vaage, from which the head of the *Hylsfjord* can be reached by a short road. This is approximately the centre of the lake. Beyond, the str. stops at

Hamrebö, where a small river rushes

down in cascades. There is a mtn.-path hence to **Breikvam** in *Saude*. From the farms on the E. side a track leads to **Vatndal**, one of the uppermost valleys in Sætersdal (40 kil.) Travellers leave the str. (unless proceeding to *Roald Kvam*, and thence by difficult paths to *Haukeli sæter* (13 hrs.), or to *Breive* in *Sætersdal* (12 hrs.)

Næs ✻ (Næsflaten), on the *Suldalsvand*. This is a cosy little place, with a *Ch.*, and surrounded by imposing mtns. and foaming streams.

3. NÆS TO RÖLDAL.

(By road.)

The splendid *chaussée* (pay for 29 kil. to *Grytting* in Röldal) now available through *Bratlandsdal*, celebrated for its impressive grandeur, rises gently from Næs by the side of a rushing torrent that forces its way, from pool to pool, through narrow rocky chasms. It passes at one point through a tunnel, and at another under an overhanging rock. Beyond, the valley widens and becomes less interesting. After passing **Övrebö** and **Thornæs** (5½ kil.) farms, the road crosses to the l. bank of the *Bratlands-elv*, which rises in the Röldalsvand. Opposite the farm of **Bratland** (on a slope to the rt.), the *old Bridge* should be looked at. A waterfall descends from a considerable height on the l. Four more farms (on the slopes of the *Kaalaas*) and a narrow ravine will next be passed before regaining the rt. bank of the foaming river by means of *Hægerlands-bro* (bridge). The rock formations are here very curious. The shore of the narrow *Lone-vand* (4 kil. long) is then reached and *Lone farm* passed, a bridge of the same name crossed, in charming scenery (with the small *Hundefos* to the l.), at the outlet of the *Röldalsvand*, and the shore of the latter beautiful lake skirted to the charmingly situated Hotel at

Röldal. ✻ The road thence to Odde (54 kil.) is continued (after a night's rest) in accordance with the directions given in Rte. 5.

ROUTE 22.

GREAT BRITAIN TO BERGEN.

(By sea.)

[For communications from ports in England and Scotland, see "Access to Norway" in the *Introduction*; and, for days of sailing, advertisements in *Bradshaw* and local time-tables. The intercourse with Norway is increasing so rapidly that any special indications as to the means of reaching Bergen from the United Kingdom would become obsolete year by year. Assuming that, as regards the bulk of British tourists bound for the W. coast of Norway, they will make use of the excellent Wilson Line from Hull or London, or of the strs. of yachting companies (Norwegian or British), the following short description of the easy and generally pleasant sea-voyage is given for their edification while on board ship.]

At about 80 m. from the *Humber*, the str. bound for Bergen (generally *viâ* Stavanger) passes the N.W. edge of the *Dogger Bank*, in the vicinity of which the fishing-fleets from Hull and Grimsby may be seen, especially during the early summer months, following their occupation of trawling in a depth of 13 to 18 fms. On a bright day their tanned sails afford a very picturesque sight. After passing over the Dogger (20 Eng. naut. m.), and a run of about 16 hrs. (230 m.), the Norwegian coast is sighted. About 3 hrs. later the *Hvidingsö Lighthouse*, the leading light at the entrance of the *Skudenæs* and *Bukken* fjords, is passed and a Norwegian pilot embarked. *Stavanger* (Rte. 19) is reached an hour

later, after a total run of 413 Eng. naut. m., in 28 hrs., the distance thence to *Bergen* by the channel for large strs. (see Rte. 20) being 100 m. more. The entire voyage is made in 36–38 hrs.

From *London* (36 hrs. to Stavanger), the strs. have an interesting run down the Thames, through the Swin Channel, passing Harwich, Orfordness, and the Suffolk coast. At about 225 m. from London the S. edge of the *Dogger Bank* is reached, where fishing craft ply their occupation in large numbers almost throughout the year, principally by trawling. In the autumn, fleets of herring-boats from Lowestoft, Yarmouth, &c., will be seen drift-fishing. The distance across the Dogger Bank in this direction is about 80 m., with a depth of 12 to 18 fms. After leaving it, a run of 170 m. brings in sight the Norwegian coast, and Stavanger and Bergen are reached as described above in the voyage from Hull.

From *Scotland* the course to *Stavanger* is 323 Eng. naut. m. from May Island at the mouth of the Firth of Forth, *Leith* being 25 m. higher up. About 80 m. from the Forth a patch called the *Forties* is crossed for a distance of about 60 m. Between *Grangemouth* and Stavanger the distance is 364 m., and that from *Aberdeen* to the same port only 308 m. The depth of water across the North Sea on the route of the Scottish strs. varies from 30 to 50 fms., until within 50 m. of the Norwegian coast, when it suddenly deepens to 100 and 150 fms.

BERGEN. * Lat. 60°24′ N.; long. 5°17′ E. Pop. 53,686. *Brit.* and *Amer. Vice-Consulates.*

HISTORY.—The city, now the second in population and commercial importance in Norway, was founded between 1070 and 1075 by King Olaf Kyrre, and was originally called *Björgvin*. Within a cent. later, in consequence of the advantageous position of its harbour, it was visited by a great number of English, German, and other traders. The English and the Scots were probably the first to resort to Bergen, where the early Norwegian kings frequently resided. Haakon Haakonsön, who died 1217, made with England a treaty of commerce, remarkable as having been the first compact of the kind entered into by England. The trade thus established gradually fell off under German opposition until, in 1435, the English traders were driven from Bergen by their competitors, who, in the middle of the 14th cent., had already established in it a *Factory*, which for 2 cents. monopolised the trade of Northern and Western Norway. The Germans formed a *Guild* (with St. Catherine and St. Dorothea as patrons), which already in 1357 was a component part of the great *Hanseatic League*. Towards the close of that cent. the city and its native inhabitants were harassed and plundered by fleets of German pirates. These depredations were continued until the year 1429, and resulted in the Hanseatic Factory dominating the entire city and the northern waters of Norway. In 1455 those all-powerful traders put to death the governor whom the king had appointed, the Bishop of Bergen, and many other notable persons, and burned down the ch. and monastery of Munkeliv, on Nordnæs point. In the 16th cent. the Norwegian citizens began to resist the German supremacy, and after the power of the Hanseatic League had been broken (1533–1536), native burgesses established themselves at Bergen, as well as in other Norwegian towns. The Factory maintained, however, its position (as a separate community) until the dissolution of the League in 1630. Gradually its warehouses and other property fell into the hands of the Norwegian merchants, and the last German house was sold to a Norwegian citizen in 1764.

Reverting to the political history of Bergen, it may be mentioned that in 1135, Magnus Sigurdsön was taken prisoner at Bergen, and his eyes put out, by Harald Gille, one of the competitors for his throne, and who was himself put to death in the same place, 1136. In 1164 Magnus Erlingsön was crowned here (the first ceremony of the kind in Norway) by Archbishop Eystein, and in the following cent. both King Haakon and his son Magnus Lagaböter were successively enthroned in the old city. In the 12th and 13th cents. the city played an important part in the internal dissensions of the country, and was frequently the scene of sanguinary encounters.

In 1665 the Earl of Sandwich pursued into the harbour of Bergen, with 14 war-ships, a Dutch fleet of 60 East Indiamen, commanded by Commodore Van Bitter, which sought efficient refuge under the guns of Bergenhus Castle. Although the English minister at Copenhagen (Gilbert Talbot) succeeded in obtaining permission to seize the Dutch ships, the Danish commandant of the castle was compelled, in the absence of other orders, to protect them, when the English admiral threatened an immediate attack. The earl and Admiral Tiddiman, his second in command, were thereupon, by the combined efforts of the Dutch fleet and the Danish garrison, compelled to retire. Several of the

shots fired by the English squadron are still visible on the walls of the Rosenkrans Tower and other buildings in the city.

Trade and Shipping.—The commercial importance of Bergen may be judged from the fact that in 1890 its *imports* were valued at 2,281,000*l.*, and its *exports* at 1,204,000*l.*, of which 85 per cent. was represented by *fish* and *fishery products*. In regard to *shipping*, the city comes after Christiania, Arendal, and Stavanger in the tonnage locally owned. In 1890 this amounted to 103,936 tons, of which 77,809 was steam tonnage (159 vessels), and 26,127 that of 191 sailing-ships. The *shipbuilding yards* and *engine factories*, in which strs. of large size are constructed, are the most considerable in Norway.

Topography.—The principal part of the city lies between the *Vaag*, or harbour for merchant ships, at the head of the *Byfjord* and the **Puddefjord**, in which anchorage is given to yachts. The isthmus thus formed has a high ridge, crowned by the **Fort of Frederiksberg**, erected about 1665, but now used as a fire look-out station. About half-way between the fort and the northernmost point of the penin. (*Nordnæs*) is the **Astronom. Observatory** (open almost every evening). **Bergenhus Castle**, which will be seen immediately to the l. on entering the harbour, is intended for the defence of the latter. It consists of 3 bastions and a ravelin towards the town, and of 3 bastions and 2 batteries to command the approach from the sea. At the back of it will be seen, among some trees, an old wall—all that is left of the original fastness raised by King Sverre, at the end of the 12th cent., for defence against the *Bagler*, or Episcopal faction, and which to this day gives the name of *Sverresborg* to the small height on which the little park of the same name is planted. Pretty views are obtained here of the harbour on one side and the *Sandviken* quarter of the city on the other. Almost contiguous to the castle are the **Rosenkrans Tower** and the **Kongehall**, which will be described later. The steep mtns. in the background are the *Damsgaards*-fjelds (with the *Lyderhorn*, 1300 ft.) to the S.W., *Løvstaken* (1560 ft.) to the S., *Aalreken* (2140 ft.) to the S.E., and the *Fløifjeld* (984 ft.) to the N.E., which, together with the *Blaamanden*, *Sandvik*, and *Askö* fjelds, are supposed to have given the name of *Björgvin*, or "the Pasture among the Mtns.," from which "Bergen" has been derived.

The city is supposed to derive from the same mtn. also a humidity of *climate* exceptional on the W. coast, or in fact in any other part of Norway, the average annual rainfall (on about 200 wet days) being 72 in., while at Christiania it is only 26 in. Umbrellas and waterproofs are therefore very generally required. Proximity to the sea renders the climate at the same time very mild, the mean annual temperature being 45° F., and that of July 58° (against 41° and 62° at Christiania). In winter the cold is usually slight and of short duration, the thermometer rarely falling below 15° or 20° F. These conditions render the vegetation in the vicinity of the city very rich.

Frequently devastated by fire, Bergen will appear, on landing, to have a modern aspect, but there are nevertheless more traces of antiquity and nationality in it than in any other Norwegian town. It bears almost the same relation to Christiania and Trondhjem as Moscow does to St. Petersburg, with the great advantage of a pop. that has mixed (mostly German) blood in its veins, and therefore less racially stereotyped. The "Bergenser" is acknowledged to be the most cultivated, energetic, vivacious, and enterprising representative of the Norwegian people. Except to the S. of the harbour, where the city has been rebuilt since the last great fire in 1855, many picturesque wooden, whitewashed houses, with red tiles, will still be found. The wide, open spaces, shown on the plan of the city as "**Almenningen**," were designed to oppose the spread

of conflagrations. They afford good views. The wide **Market place**, surrounded as it is by handsome buildings and shops, among which *Bennett's Tourist office* is conspicuous, appears too vast for the place, but it did good service in 1855 by arresting further conflagration. At the top of it is a *Statue* (by *Borch*) to *W. F. K. Christie*, a Norwegian of British lineage, who was president of the first Extraordinary Storthing, which, in 1814, drew up the Norwegian Constitution and concluded the union with Sweden.

In the "**Vaagsalmenning**," connected with the Market place, stands a *Statue* by *Börjesson* (erected 1844), to *Ludvig Holberg*, the dramatist, who was born at Bergen in 1684. Contiguous are the **Town-Hall**, the **Post-Office**, the **Branch Bank of Norway**, and other **Banks**, while in the **Vetterslef** square is the handsome **Bazaar**, or covered market, erected 1877, containing a small but interesting *Fisheries Museum* (specimens of nets, fishing-tackle, &c.), and the *Public Library*, of about 50,000 vols.

At the N.E. end of the Market place is one of the great attractions in Bergen—namely, the *Triangelen*, or quay, on which is held the

I. **Fish Market.** This is always viewed by travellers, especially on Wed. and Sat., when, between 8 and 10 A.M., fish in great abundance and variety (a staple article of food) is brought and sold by fishermen and fisherwomen, typical in appearance, and worthy of the pencil or the lens.

In order to view the *wholesale* traffic in *fish products*, on which the prosperity of Bergen so greatly depends, a walk must be taken along the

II. **Tyskebrygge**[1] ("German wharf"), lined, on the E. side of the harbour, by the quaint **Hanseatic Warehouses**, rebuilt in their present form after a great fire in 1702. The quay is crowded with picturesque Nordland boats (*Jægts*), high-prowed like the Viking "dragon-ships" of old, discharging their cargoes of cod, dried or salted, train-oil, roe, and other produce of the great Norwegian fisheries, of which much is shipped hence to the Mediterranean.

The first (from the Market place) of the Hanseatic buildings on this quay, the **Finnegaard** (mentioned in the first years of the 15th cent.), has been restored and converted into a

III. **Hanseatic Museum**, which is open daily and shown by the proprietor for a small fee. Visitors will see here all the details of the dwelling-rooms and business premises of the ancient Hanseatic merchant, whose bed, or rather "hunk," is curious in arrangement—for the apprentice or servant, who was never allowed to enter the dwelling-room of his master, was required to make his bed through a small hole with shutters in the partition-wall. (Consult the descriptions sold on the premises, and listen to the explanations given by the enterprising proprietor.)

Hence the stroll can be continued to

IV. **Kongehallen** (King Haakon's Banqueting-Hall), next to the Rosenkrans Tower. This is in course of restoration, after having long been used as a granary. From the lower, arched storey, narrow stone steps lead to the Hall, which, with its groined roof and open hearths, will give an idea of the internal architectural arrangements of the earliest part of the 13th cent., when King Haakon Haakonsön caused the building to be erected. The king's seat is at the N. end, with a gallery above it, entered by means of a narrow flight of steps, which leads also to a parapet, and thence to the roof, from which a beautiful view of the city and Fort Frederiksberg is obtained. A similar gallery exists at the other end of the Hall, from the windows of which will be seen the *Commandant's House*, in which the king stays when he visits Bergen. It bears the date of 1727, but other contiguous buildings were raised in 1714.

[1] *Smoking* is not allowed on this quay.

Behind the Hall (visible at any time on application to the "Arsenal Vervalter," or keeper) is the

V. **Rosenkrans** (miscalled *Valkendorf*) **Tower.** Valkendorf began the building (to overawe the Hanseatic merchants), but Rosenkrans finished it. The most ancient part of the tower is supposed to be 700 years old, but the arms of Rosenkrans, with the date of 1565, bear testimony to the history of its present condition. Restored some years ago, it is an interesting remnant.

Entering a small hall of solid masonry, and ascending some steps, the visitor is shown

Room 1. *Colours* of 1st Bergen regiment, *temp.* Christian VI. (1699–1730); a *Brass mortar* (Frederick IV., end of 17th cent.); *Colours* of Bergen regiment, with the arms of the city (7 mtn. tops), 18th cent.; and a collection of old *Muskets.*

Room 2. The "Rosenkrans" room. The arms are over the old hearth. Stands with *Rifles* and 2 artillery *Colours* (18th cent.), embroidered with gold thread.

Room 3 above, with "Valkendorf's hearth," old *Muskets*, regimental colours (18th cent.), and 2 *Mortars.* Alongside is

Room 4. Loopholed room, with the oldest regimental colours (Frederick IV., 1670–99). The *Fireplace* was built by Rosenkrans. In

Room 5, the uppermost room, are exhibited old Danish military *Watercans.* From it stone steps (117 from the basement) lead to the *Parapet* of the tower. The guns originally mounted on it were directed towards the quarter inhabited by the Hanseatic merchants. It affords a magnificent view of Haakon's Hall, the fjord by which Bergen is approached, the Sandviken suburb, in which the *Lunatic asylum* (consisting of 7 large buildings) is conspicuous, and the city generally, with the crowd of strs. and other vessels moored off

long the Churches that ived conflagration and the devastation of time (out of 32 which Bergen once possessed) only a couple are worthy of some notice, viz.:

1. The **Maria** (also called the *Tysk*, or "German") **Kirke,**[1] to the rt., after passing, in the direction of Bergenhus, the warehouses on the Tyskebrygge. Founded in the 12th cent., enlarged in the 13th, it came, in 1408, into the possession of the Hanseatic League traders, who retained it until 1766. The 2 slender *Towers* are modern, and altogether the exterior of the edifice bears testimony to recent renovation. Visitors will, however, admire the S. porch with its fine Norman arch, elaborate mouldings and arcade work. The Romanesque *Nave* has square piers, with round arches resting on capitals ornamented with grotesque figures of animals. The *Chancel* is Early Pointed, with full-sized figures in stone around the walls. Visitors will notice the *Altar-piece* of carved wood, in the form of a large triptych, surmounted by a representation of our Saviour on the cross. On the back of this triptych are remains of a mediæval depiction of scenes from the life of Christ. Probably of similar Dutch work of the 16th cent. is the elaborately carved *Pulpit*, resting on a globe of the world. Sermons are no longer preached here in German.

2. The **Domkirke** (cath.), to the l. of the S. end of Kong Oscar's st. In the middle ages a ch. attached to the Franciscan monastery of St. Olaf, it has frequently suffered from fire, and was entirely restored in 1870. The interior, consisting of *Nave* only, with an excrescence on the S. side, and lined with a double row of pews, is peculiar. The Gothic windows and the portal in the lower storey of the tower are of some little interest, as may also be the *Font*, in the form of an angel, suspended in front of the altar. When required for use it is

[1] Keys at the Parsonage, 5 Övregade close by

drawn down and a basin of water placed in the laurel crown.

In the neighbourhood of the cath. are 3 large **School buildings**, the *Lepers' hospital* (existent in 1475), and several other public institutions.

At the S. end of Kong Oscar's st. is the **Stadsport**, or old entrance gate, of the city, a simple archway built about 1630, and surmounted by 2 English cannon-balls (1665). The municipal archives are preserved in a room within it. Close by is an **Almshouse** for **Widows**, erected 1881; and beyond the gate, in a pretty quarter called *Kalfaret*, many of the richer citizens reside in handsome houses. Here is also another, the largest, **Hospital** in Norway for **Lepers**.

As regards the **Korskirke**, or Ch. of the Holy Cross, in *Hollænder gade*, the only interest now attaching to it is its proximity to the 5 streets called after the same number of handicrafts (shoemakers, bakers, &c.) pursued by the Germans who resided there in olden days.

VII. **Museum** and **Picture-Gallery**:

1. The Museum. This is a handsome building well situated on an elevation at the W. end of Christie st.

The vestibule contains 2 carved ch. portals of about the 16th cent. and some Runic monuments. In the first 3 rooms (l.) of the lower floor are stone implements, flints, &c., and objects illustrating the *Iron age*. The fourth room holds wood carvings, fonts, &c., from chs. of the *middle ages*. In the fifth are exhibited, *inter alia*, harpoons, and bows with poisoned arrows for shooting small whales. Such arrows are still used in the Skogsvaag district, near Bergen. Ancient domestic furniture fills the sixth room. The Dutch *marqueterie* bedstead is a fine specimen of 17th cent. work. A French wardrobe inlaid with ivory, and a curious writing desk (of 17th cent.), are worthy of notice, as are also the bride's chests and carved cabinets, &c. The seventh room contains a collection of old Norwegian bowls, a case with drinking and powder horns, &c., and tankards that belonged to the old guilds of Bergen.

A collection of Norwegian *Coins* from the 10th cent. is interesting.

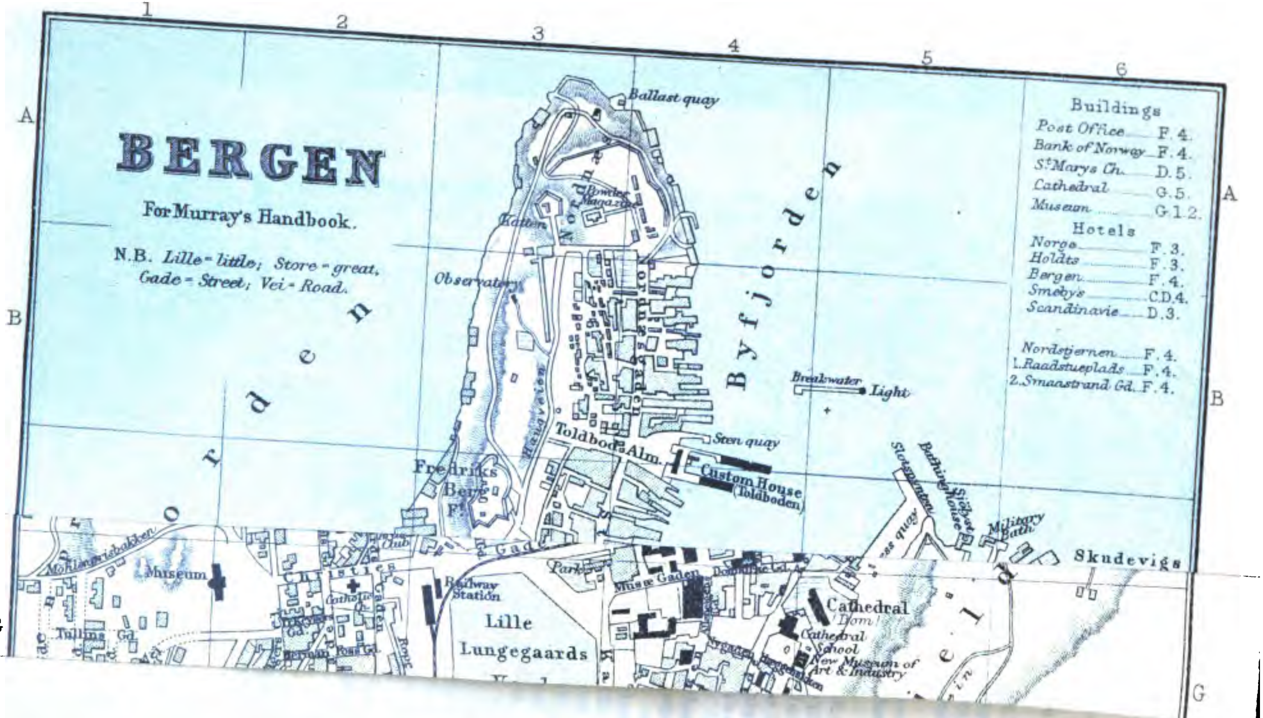
The highly instructive *Zoological collections* are located in the second and third storeys. Visitors will notice the musk ox from the E. coast of Greenland, the polar bears, seals, sea lions and sea bears. The specimens of Norwegian and Arctic seals are more especially complete. Of no less interest are the skeletons of whales; one of the now rare blue whale (the largest of such mammalia) measures 76½ ft. Their maximum known size is 80 to 90 ft. The collection of the embryos of whales in the several stages of development is very curious. *Fishes* are well represented, and the Museum shares with that at Stavanger the pride of being able to exhibit a specimen of the *Sild kong* (king of the herrings), but without the cord mentioned in the description of the rival museum. Noticeable also is the sword of a sword-fish, with the 2 planks of a ship through which it had penetrated. Small specimens of the blue shark, extinct on the Norwegian coast, will also be pointed out.

The collection of Norwegian *Birds* is very complete, and contains several unique specimens of cross breeds.

In the uppermost floor are cases with *Reptiles* in spirits, branches of coral fished up near Bergen, shells, &c.

The pretty *Nygaards Park*, commanding fine views, spreads out behind the Museum.

2. The Picture-Gallery of the *Art Union*, in Engen sq., contains chiefly modern works, Norwegian artists being well represented by *Tidemand*, *Bodom*, and *Eckersberg*. Amongst the few pictures by old masters may be mentioned a portrait


BERGEN
For Murray's Handbook.
N.B. Lille = little; Store = great, Gade = Street; Vei = Road.
Buildings
Post Office F. 4.
Bank of Norway F. 4.
St. Marys Ch. D. 5.
Cathedral G. 5.
Museum G. 1. 2.
Hotels
Norge F. 3.
Holdts F. 3.
Bergen F. 4.
Smebys C.D. 4.
Scandinavie D. 3.
Nordstjernen F. 4.
1. Raadstueplads F. 4.
2. Smaastrand Gd. F. 4.
Byfjorden
Ballast quay
Powder Magazine
Katten
Observatory
Toldbods Alm.
Sten quay
Custom House (Toldboden)
Breakwater Light
Slotspunten
Bathing House
Military Bath
Skudevigs
Fredriks Berg Ft.
Museum
Tullins Gd.
Railway Station
Lille Lungegaards
Cathedral (Dom)
Cathedral School
New Museum of Art & Industry
Club

of "Mary, Princess of England," by *Van Dyck*; "The Entombment," by *T. Mengs*. A drawing by *Carstens* (1779), representing "The Inhabitants of Rügen Island (Baltic) seeking to purchase their liberty from the Holsteiners," is curious. In connection with this gallery is a collection of pictures belonging to the municipality of Bergen.

VIII. **Walks, Drives, &c.** — 1. WALKS.—Before visiting the picturesque environs of the city, travellers usually stroll from the *Market-place* up the quaint and busy *Strand gade*, in which, as well as at the *Fish-market*, men and women of the rural class will often be seen in their national dress. Ardent sightseers will repair quickly to the *Tyskebrygge*, *St. Mary's Ch.*, and *Haakon's Hall* and the *Rosenkrans Tower*; but explorers will ascend the *Strand st.* to its extreme end at *Nordnæs*, where they will enjoy a view of the fjord from the small *Park* which is being laid out here. By taking the road to the l. skirting the fjord, they will pass the old fort of *Frederiksberg* and the *Observatory*, and ultimately reach a mound which is all that is left of the ancient *Munkeliv Monastery*. (For description of these places, as well as of the *Museums*, &c., see "Topography.") The *Nygaard Park*, at the W. end of the city, is within 20 min. walk. To the E. of it is the *Store* (great) *Lungegaards-vand* (lake), an arm of the Puddefjord connected (N.) with the "small" lake of the same name, and to the W. of which, off *Christies* st., is the pretty *Rom. Cath. ch.* Small strs. ply on those waters from a point opposite the *Voss rly. stat.*, at intervals of 15 min., and ½ an hr. can well be spent in viewing the picturesque *Villas* that dot the larger lake.

A walk generally taken is that from the cath., past the *St. Jacob cemetery* to the *Stadsport*, or city gate. Beyond it (rt.) is the principal *Cemetery*, affording pretty views of the hills behind the lake above mentioned. At about 2½ kil. from the gate is the *Svartedike* ("Black-dike"), a lake enclosed by bleak rocks, and from which Bergen is supplied with water. *Isdalen*, a picturesque gorge, can be reached in ½ an hr. from it.

Those who enjoy mtn. *climbing* can easily ascend any of the *hills* that frown over the city. The panorama from the highest of them includes not only the fjord and the country inland, but also a grand view of the *Folgefonn glacier*. In any case visitors who do not care to toil up the zigzag road that leads to the large iron vane at the summit of the *Fløifjeld* (984 ft.) should walk or drive half-way up the mtn. by the beautiful road constructed in recent years, and popularly known as the *Dramvei*.

Dramvei (Dram-road). This appellation originates from the fact that its cost was defrayed out of part of the proceeds of the monopoly for the sale of spirituous liquors granted by the city to a company in pursuance of the so-called "Gothenburg," or local option, system. The sellers of spirits are servants of the contractors, and have no pecuniary interest in the traffic. After payment of a dividend of 5 per cent. to the shareholders, the surplus profits are devoted to municipal, public, and charitable objects. This system is very generally adopted in the towns and rural districts of Norway, and, in addition to other benefits, confers on consumers the advantage of being able to procure good, unadulterated wines as well as spirits.

Pedestrians reach this road (from which a magnificent view is obtained) by ascending some steps in *Övre-gade*, at the bottom of the *Market place*, and bearing off to the rt. The descent is by the *Kalfaret* ("Calvary") *road*, past the *Leper hospital*, whence a turn to the rt. leads back to the city. This walk can be accomplished in 1 hr.

An easy and pleasant stroll in a W. direction is to the **Sukkerhusbrygge** (*Nöstet*), on the Puddefjord, which is

crossed by a steam ferry (every 10 min.) to *Laxevaag* pier, whence, passing the large *Mechanical* works, there is a charming walk along the *Gravdal* road to *Alvöen paper-mill*, under the *Lyderhorn*. The same trip may be made by walking or driving from the Nygaard Park, over the bridge at the inlet to the S. Lungegaards lake, and thence by the road running along the Puddefjord, past *Damsgaard* and a number of villas, to Laxevaag ch. and pier, where the ferry can be taken. The hills in the background are those of the *Damsgaard* fjelds.

2. DRIVES.—The *Dramvei* should be one of the first objects. This will occupy a couple of hours if, on returning by the *Kalfaret road*, the *Store Lungegaards vand* be skirted, and the *Nygaard Park* visited. A somewhat longer drive (2½ hrs.), and one of great beauty and interest, is to *Fantoft*, the property of Mr. Gade (U.S. Consul), to the grounds of which the owner has transferred the ancient *Stav-ch.* of *Fortun* (Sognefjord), and restored it to its original appearance, which is that of the quaint ch. at Borgund (see Rte. 8). This can also be visited by train to *Fjösanger* stat. (Rte. 24) in 15 min., the walk thence occupying only ½ an hr. The country around *Hop*, the following stat., is very pretty, and the walk or drive may well be prolonged in that direction.

3. A pleasant EXCURSION can be made in 1 hr. by str. to *Askö*en, a large island among the "skerries" (rocks) to the N.W. of Bergen. A walk of ½ an hr. brings the traveller to the *Udsigt* (view), or *Dyrleigen*, commanding a magnificent survey of the sea and coast.

[For *communications* by str. with fjords to the N. and S. of Bergen, and by rail with the interior of the country, see the Routes that follow.]

ROUTE 23.

THE HARDANGER FJORD.

[This great inland sea-lake, with its numerous branches penetrating far into the land, and presenting so many of the grandest and most characteristic features of Norwegian scenery, is a very important and interesting route to travellers. An entire season might be occupied in exploring it thoroughly, for the total waterway available to strs. in various directions, including the fjords by which it is approached, is not far short of 480 kil.

The present itinerary must necessarily be limited to the routes leading to favourite headquarters, such as *Eide*, *Utne*, *Ulvik*, *Eidfjord*, *Lofthus*, and *Odde*. The great *waterfalls*, *glaciers*, &c., will be pointed out in appropriate parts of this Route.

The accompanying map shows that in applying the name of "Hardanger" to the whole of these ramified waters a certain amount of geographical licence has been used. Its approaches from Bergen are respectively named the *Kors fjord*, and the *Björne fjord* (with a long N. branch, the *Samnanger fjord*). Another seaward opening is the *Sælbö fjord*; and below that, again, the *Bömmel fjord*. These join in the central body, named in most maps the *Hardanger fjord*, of which the principal S. branches are the *Aalfjord*, the *Mattre fjord*, and the *Akre fjord*; while to the N. the main body receives the names of *Hisfjord* and *Samlefjord*. The latter is divided into *Ytre* (outer) and *Indre* (inner) *Samle fjord*. Its prolongations are respectively the *Graven*, *Ulvik*, *Ose*, and *Eid* fjords (to the N. and E.); while from the E. it sends down abruptly a long branch called the *Sör fjord*, of which the S. extremity is at Odde.

It is on the shores of this latter fjord that the true *Haring* (Hardanger) type of the pop. (total in the Hardanger fjord about 14,000) is to be found. They are a powerfully built, dignified, and self-reliant people, and are very courteous to strangers who exhibit the same quality. Comparatively few of the men now wear the ancient national dress, and even the women are rapidly exchanging their old picturesque costumes for modern gowns and head-coverings. Nevertheless at most of the hotels

and stats. the female servants are dressed in becoming red bodices and gaily trimmed skirts, the head being covered with a snow-white linen "*skaut*" (a kind of cap), when the luxuriant tresses are not left to fall in 2 plaits half-way down the back.

Ancestral silver ornaments have gradually been transferred to the dealer, and by him retailed to travellers and collectors, so that the shining round brooches, &c., worn with the local, national dress are disappointing to lovers of the antique. It is the same with the gorgeous wedding-crowns so frequently represented in pictures. They are now mostly replaced by tinsel, or even paper, imitations, and the traveller is fortunate when he meets a wedding party in a fjord boat with a fiddler in the bows and a huge wooden tankard of strong Hardanger ale in the stern.

COMMUNICATIONS.—Points in the Hardanger fjord can be reached by land: *Eide* from Bergen by rail and road, and *Odde* from Stavanger (Rte. 21) and from Telemarken (Rte. 5) by road. The great bulk of travellers, however, start for the fjord either from Stavanger or Bergen, by str. (See Rte. 20 for section between Stavanger and *Lervik* (7 hrs.), or *Heröen* (9 hrs.), where the Bergen-Hardanger str. is met.) The fare from Stavanger to Odde (260 kil.) is 14.10 kr., and from Bergen to the same place (193 kil.), 10.40 kr.

From Bergen, strs. leave daily for Odde, the voyage being *direct* 3 times a week, in about 13 hrs. It is made in the daytime, to enable passengers to enjoy the scenery. The return is generally at night, but until the end of July the nights are light enough throughout. The trip to Odde and back to Bergen can be made in a couple of days, with some fatigue, and a week suffices for visits to the more interesting points and objects.

Consult time-tables and advertisements for sailings, especially in regard to the local strs., of which the arrangements vary as the tourist traffic increases.

Hotels.—These will be mentioned in the *Index* under the names of the places at which strs. stop. They are often full at the chief points of interest, and it is therefore advisable to secure accommodation by telegraph.]

I. BERGEN TO ODDE.

(By the more direct mail strs.)

The route (variable as to stopping-places) taken by the mail strs. is generally as follows:

On leaving Bergen, the str., after a short course to W., turns into the narrow sound between *Sartorö* and the mainland, and proceeds S. to

Bukken, or BOKN (1½ hr.); thence by the *Korsfjord*, to

Lepsö (1 hr.) After passing that island, the mouth of the *Samnanger fjord*, in the *Björnefjord*, will be crossed. The former fjord runs N. to *Aadland*, whence there is a good road to a stat. on the Bergen-Voss rly., which can also be reached by a road (30 kil.) from *Os ch.*, on the W. side of the branch fjord, opposite *Fuse*. (Local strs. from Bergen ply on this fjord, the trip there and back occupying only 1 day.)

The next stopping-place of any importance is

Godösund (2 hrs. from Bukken), a *sea-bathing* place. Thence through the Godösund Channel, studded with beautiful wooded islands. Here the short-route strs. join those of the longer route, which touch at *Særvold* (N. end of the Björnefjord) and enter the *Loksund*, a narrow strait between the mainland and *Tysnæsö*, the mtns. on which rise to 2295 ft. All strs. stop in this channel at

Einingevik (1½ hr. from Særvold; ½ an hr. from Godösund), and proceed S. to

Teröen (½ hr., about 5 by the short-route strs. from Bergen). Pretty view of the fjeld on which the *Folgefonn* lies. Here the main body of the Hardanger fjord is entered, and is crossed due S. to

Heröen (½ hr.), where the Stavanger str. is usually met. Some low islands will be seen to the W.

The course is now along the mainland, inside *Skorpen*, a small island, partly of interesting formation. Looking back over the island, a pretty view will be had of the *Tysnæsaata*, on Tysnæs island. The hills of the mainland are mostly green, but nearly treeless. A stoppage is made at

Uskedalen (½ hr. from Heröen), at the mouth of a valley leading S., up to the fjelds of Söndhordland. Mtn.-paths lead thence to the head of the *Matre fjord* and to *Holmedal ch.*, near its opening in the *Skonevigs fjord*. There is also a road (only partly good) between Uskedal and *Ölfarnæs* (close to Holmedal), when the fjord is crossed in order to gain a carriageable road from *Skonevig* to *Haugesund*. Continuing along the main-

land, and passing inside *Snilstveit* island, with the dark rocks of *Solfjeld* on the rt., the str. reaches

Dimmelsvig (½ hr.), at the mouth of a rich valley, the *Omvikedal*, where there is also a mtn.-path (circuitous) to the head of the Matre fjord.

On leaving this place, a fine view opens of high mtns., with the grand *Melderskin* (5182 ft.) in the background. The mouths of 2 more valleys (*Guddal* and *Hattebergdal*) will be passed before the engines are stopped at

Rosendal * (½ hr.), at the base of the high *Andersnut*, the *Malmangernut* (2880 ft.), and the *Melderskin* mtns. This is one of the most beautiful spots in the Hardanger. At the head of the valley (*Hattebergdal*) is the *Ringerifos*, a fine waterfall at the foot of the Folgefonn glacier, presenting a rare combination of stern grandeur and smiling fertility. Surrounded by a park is the baronial mansion of **Rosendal**, curious as one of the few manorial houses left in Norway, but of not much architectural interest, although founded about 1678 by Baron Ludvig Rosenkranz. In default of heirs the property fell to the Danish Crown, and, after some mutations, was conferred on Baron, subsequently Count, Rosenkrone, whose arms are carved over the gateway. The noble title became extinct in 1837. The collection of *Pictures* is good. In the vicinity of the mansion is *Kvinherred ch.*, an old Early English Gothic edifice of stone.

[The **Melderskin** may be ascended in 6 hrs. from Rosendal by following a bridle-path up the **Melsdal** to the *Midtsæter*, and thence by a steep but not difficult path past the *Myrdalsvand* to the summit, the view from which is very fine and extensive, taking in the Folgefonn, the whole of the fjord to *Strandebarm*, and the islands and skerries of the coast, with a sea-horizon beyond.

There is a good road (6 hrs.) between Rosendal and *Dimmelsvik*.]

Leaving Rosendal, the long-route strs. cross to

Skjelnæs (½ hr.), on the S. extremity of *Varaldsö* (the largest island in the fjord), while the short route is direct to *Gjermundshavn* (1½ hr.) on the mainland, N. of *Hatlestrand*, a pretty spot with a *Ch.* and smiling farms. Almost opposite Skjelnæs, on the mainland, is **Ænæs Ch.**, at the foot of the *Gygrastol* (3100 ft.) and at the mouth of the *Mauranger fjord*, running hence inland for about 13 kil.

[1. Excursion to the Bondhusbræ.

Two or three times a week the long-route strs. call at **Sundal**, at the head of the **Mauranger Fjord**, but when a str. is not available a posting-boat must be engaged from Skjelnæs or Ænæs. On the way will be passed (l.) the steep *Skodberg* and the fine *Furebergsfos*. The *Bergsfjeld* will be seen rising within the *Nordpollen* creek. Hence round a point at which the *Bondhusdal* opens, and, with the *Nipefjeld* to the rt. and the *Husafjeld* to the l., a magnificent view of the *Bondhus Glacier* will be obtained just before reaching *Sundal*.* (For excellent accommodation and guide, see *Index*.) From *Bondhus* (5 min. hence), a beautifully situated farm, with old "*rögstuer*" (huts without chimneys), the guide will lead up the valley, along the l. bank of the stream through it and past rocky remains of ancient moraines, to the *Bondhusvand* (in ¾ hr.), where perched up (l.) will be seen *Garhammer*, the *Sæter* of Sundal farm, which can be reached from Bondhus on horseback. Splendid view here of the glacier. The roar of the *Brufos* is deafening. The lake (many *waterfalls* on each side) is crossed in ¼ hr. to its upper end, strewed with huge rocks, and a path (partly made, but rough) will then be taken to the foot of the *Bondhusbræ* (1½ hr. from Sundal). This is one of the outlet glaciers of the Folgefonn, and pours down a valley between the *Selsnut* and the *Bonddalsnut*. Its lower end is only 1050 ft. above sea-level. On a summer night the glacier presents a fairy scene that cannot be forgotten. This excursion should be made by all those who have the time for it.

2. Across the Folgefonn to Odde.

The *Folgefonn* is a great glacier-bearing *fjeld*. There are several small outfalls of its ice on the E. side, of which the chief is the *Buer* glacier, especially interesting on account of its recent growth. The snow and ice-covered area of the Folgefonn and its glaciers is estimated at 108 Eng. sq. m., while its highest point is 5512 ft. above sea-level. Fine views are obtained on crossing it. The *Ringedalsfos*, on the opposite side of the Sör fjord, is plainly seen in fine weather.

(1) The best track to be taken on this journey is that which leads from *Gjerde farm*. *Odde* can be reached by it, even by ladies, in 10 hrs., and in favourable weather good pedestrians

have not taken more than 7 hrs. to effect the crossing. From Sundal (reached as above described) a boat (½ hr.) is taken to *Gjerde*, the owner of which is a *guide*, licensed by the Norwegian Tourist Association. Crossing a bridge, a valley is ascended along the rt. bank of the river that rushes down it. The high *Hardangerskar* (l.), with the *Sundefos* below, will be among the first landmarks. Hence a long ascent; later by steps cut in the rock, towards the *Mysevasskar*, after which the path is level before descending to the *Myse-elv*, crossed by a bridge. Pretty view here of the *fonn*, a branch of which descends to the *Mysevand*. After another ascent and then a descent to the *Urabot* valleys, and passing several small lakes, the traveller reaches a *Tourist hut*, established 1889. Ascending again, the first traces of snow will soon be reached, and later a snow-field (*fonn*). To the l. will be seen, coming down to the *Juklevand*, the glacier, which here attains an altitude of about 5460 ft. The course hence is towards the *Tokeimsnut* (peaks), and later down the *Tokeimsdal*, with the *Blaavand* to the rt., from which the descent is more or less steep to *Odde*.

In Nov. 1891, Mr. West, special correspondent of *Land and Water*, crossed on *snowshoes* the Folgefonn by this route, with 2 guides.

(2) The Folgefonn may also be crossed by climbing the Bondhus glacier (see above), but, while of greater interest, the journey is more fatiguing.

On both these tracks *sledges*, at posting-rates, are provided. The charge for a guide from Gjerde is 8 kr. (12 kr. with a horse), and from Bondhus 12 kr. (15 kr. with a horse), and 5 kr. additional if he be required for the descent.]

From Skjelnæs the str. generally proceeds through the *Bondesund*, between the level shores of *Fastlandsstrand* (l.) and *Varaldsö* (rt.), and, passing the mouth of the fertile *Mundheimsdal*, makes a stoppage at

Öierhavn (¼ hr. from Skjelnæs, 1 hr. from Gjermundshavn). This stat. is prettily situated on Varaldsö, in the vicinity of copper-pyrites mines. The *Hiis fjord* is now traversed, and beautiful scenery presented by its W. shore and by the opening of the bay of *Strandebarm*, close to which is

Bakke (1 hr.) Good quarters. Beautifully situated in magnificent scenery.

[Tourists who have time to spare may rest here, and make an easy stroll along the shore (3 kil.) to the *Strandebarmsbygd* to witness the contrast of its almost Italian luxuriance with the ice deserts of the Folgefonn just left behind. The background is formed by the snow-clad *Tveite Kvi* and *Vesholdo* mtns. (4190 ft. and 3520 ft.) The *Bergsenden* mtn. (1540 ft.) is easily ascended from *Strandebarm ch.*, and its summit commands a fine view. There is a mtn.-road across to the fair valley of *Haalandsdal*, from which the *Skogseidsvand* may be ferried to *Kalvenæs*, whence the distance is about 8 kil. to *Ekelandsosen*, or *Osen*, in the *Ekelands* fjord.]

From Bakke the str. keeps along the wooded coast, and in ½ an hr. stops at

Vikingsnæs. * Large *Hotel* and numerous small houses, prettily situated in a wood. Then, crossing the *Hiis fjord*, it reaches, in another ½ hr.,

Jondal (*Jondalsören*) (1 hr.) Large slate quarries in the neighbourhood. Boat-building pursued rather extensively.

[The **Jondalsbræ**, one of the Folgefonn glaciers, is the chief object of interest for tourists here. From Jondal ch. a good road leads up the valley to *Brattebö* farm (12 kil.) A *sæter*-path is then taken from Birkeland. A guide should be taken from Jondal to *Freidalstölen farm*, beyond (3 kr. and 2.50 kr. for horse). The *glacier* is about 11 kil. due S. of *Flatebö* farm, and comes down to the shore of the *Juklevand*, below which is the splendid *Skörsdalfos*.]

Leaving Jondal, the str. rounds the *Jonanæs* promontory, and crosses to *Aksnæs*, then turns to the W., passing *Vikor ch.*, and on to

Noreimsund * (1 hr.) *Telephone* to *Bergen*. The scenery of this narrow branch of the fjord is very fine.

The *Steinsdal*, which runs up from Noreimsund, is another and very fine example of the luxuriantly beautiful valleys that abound on the W. side of the Hardanger fjord.

[There is a carriole-road here to *Steine* and *Birkeland* farms (6 kil.) About half-way up the valley is the *Övsthusfos*, falling from its N. side. It is but a small fall (about 98 ft., and only 66 ft. perpendicularly), but it is remarkable from the fact that it is possible to walk under it. The *Eikedalvand*, a lake about 1000 ft. above the sea, may be reached by a well-defined *sæter*-path starting from the uppermost of the above-mentioned farms, and continuing N.W. and W. for the first part through pine-forests (17 kil.) A little to the W. of the lake is the *Eikedals-fos*, reached by descending a steep goat-track down the face of the rocks. By making a long *détour* this

track may be avoided. The waterfall is very fine (nearly 282 ft.) About 6 kil. farther is *Tösse*, in the Aaliand fjord, the upper part of the Samnanger, at which Bergen strs. call.[1]]

Beyond Noreimsund another bay is entered at

Östensö ✻ (½ hr.) Prettily situated, with a ch. close by. From this stat. may be made an interesting

[EXCURSION TO FIKSESUND AND HAMLEGRÖVAND.

The **Fiksesund**, the narrowest branch of the Hardanger, is not usually entered by strs., but may be visited by boat direct from Östensö to *Botnen* farm, at its northern end. The course is inside *Kvamsö* island, and up the sound to *Skaare* (11 kil.), which can also be reached by road from the ch. at Östensö (about 4 kil.) The row from Skaare to Botnen is 6 kil.

Botnen and *Flatebö*, a short way beyond, are situated at the bottom of the curious narrow valley or pass, the *Flatebögjelet*, through which, by a difficult and almost perilous path, succeeded by an easy mtn.-track (with the *Kaldenut* (4400 ft.) on rt.), the *Vosse sæter* at the N.E. extremity of the *Hamlegrövand* (1908 ft.) is reached. The distance from Botnen is about 11 kil., and there is no difficulty in keeping the path. The *fishing* on this lake is good. *Sæter accommodation* obtainable. Following the river that flows from the *Torfinnvand*, on rt., a path leads to *Skjeldalen* farm. The road then turns eastward through pine-forests to *Grimestad*, on the *Vangsvand* (6 kil. farther), from which there is a drive of about 9 kil. to *Vossevangen* (Rte. 24).

Hamlegrövand may also be reached direct by a mtn.-path from the ch. at Östensö, leading up to the W. end of the lake, and continuing to *Bolstadören* and *Evanger*, in Voss.]

From **Östensö** the fjord is crossed to *Hærand* (½ hr.) (The short-route str. usually passes the mouth of the **Fiksesund**, and along the N. shore to *Aalvig*.)

Leaving Hærand, and rounding *Samlenæs*, the str. ascends the *Indre Samlen fjord*, with the high *Mjolvefos* (l.), to

Vinæs (½ hr.); then, rounding the promontory that separates the main fjord from the Sörfjord, steams (1 hr.) into

Utne ✻ (*Teleg.-stat.*), beautifully situated on the *Utne fjord*, at a point from which 4 fjords radiate to the cardinal points of the compass. The tourist should rest here, and make excursions by the road on either side of the Sör fjord, or row or sail at his leisure up the branches that run N. and W. In these and in the *Sör fjord* is the grandest scenery of the Hardanger. The hills around Utne command magnificent views of the fjord, the grandest of which is that from the *Oksen fjeld*, which rises opposite Utne to a height of 4120 ft. The view from this is comparable with that from the Righi. It is best ascended from its S.E. side. Those who are not equal to the climb (an excursion of 5 to 6 hrs.) may take the road (in 2½ hrs.) E. from Utne across the *Hanekamb* (3590 ft.), for a grand survey of the *Utne fjord*, *Eid fjord*, and *Sör fjord*.

From Utne the str. proceeds due N. up the narrow frowning *Graven fjord* to

Eide ✻ (1 hr.) (*Teleg.-stat.*) (The short-route str. usually proceeds direct from Aalvig to Eide, which it reaches in about 10 hrs. from Bergen.) Prettily situated, this is one of the great tourist centres, as well as a place where families from Bergen reside in summer. Tolerably good *trout-fishing* in the neighbourhood and up the river to Vossevangen.

The trout are very fine in the *Espeland* lake, 3½ hrs. from Eide, *viâ* Graven ch., whence there is a climb of nearly 3 hrs.

Communications. — Local strs. daily to Ulvik and Vik in connection with mail strs. on the main fjord routes.

[1. ROAD FROM EIDE TO VOSSEVANGEN (Voss).

Distance, 30 kil.; carriage and pair, 12 kr. for 2 persons; *dil.* daily. Posting-rate, 11 ö. per kil., or 4 kr. for a *carriole*, and 6 kr. for a *Stolkjærre*.

This is a very pretty drive of about 4 hrs., including a halt. Ascending the lovely valley, along a road that follows the river, and which is in

[1] For various other mtn.-paths consult Prof. Yngvar Nielsen's *Reisehaandbog over Norge*.

some places carried under over-
hanging rocks, *Graven ch.* (4 kil.) on
he pretty *Gravensvand* will soon be
eached. A road (to rt.) runs hence
Ulvik (see below). Continuing
ong the shore of the lake (280 ft.
ep), dotted with farms and orchards,
iew will be obtained of *Neseim-*
rgen (3762 ft.) on the l., and, look-
back, the *Oksen* (see above) will
seen towering in the direction of
e. Beyond, the *Jonsberg* and the
enut (with caverns worth visit-
–20 min. from Seim) rise on the
A pretty posting-stat. will then
ached (or passed) at

M (*Övre Vasenden*) * (8 kil.)
e over a level bit of road up a
wooded valley, passing the
efos on the rt. A long, steep
(at which travellers can
and cut off corners by ascend-
foot) leads to the *Skjervsfos*,
refreshments can be taken and
nd scenery enjoyed while the
are being rested. A further
is then made until the last
are passed, and the water-
ached at an elevation of 856 ft.
nehorg (4562 ft.) is seen to
The rest of the journey is
de, in charming scenery and
the *Langskog*, one of the few
ests in the Vestenfjeld dis-
he first view of Voss with its
iver, on the opposite bank
h will be seen the wooden
., of the *Tvildemoen* mili-
ercise-ground, is very en-
.

VANGEN * (Voss) (22 kil. from
pay for 25 kil. and 15 ö.
in reverse direction). (See
for description and rly. to

FROM EIDE TO ULVIK.

kil., but pay for 32; time,

ection to *Graven ch.*, see
oad, steep road diverges
r about 6 kil., but a cart
a the whole way, if only
The scenery being very beautiful, walking is enjoyable, and almost an hour can be saved by taking (with a guide) a bridle-path that passes *Kjelland* farm and joins the road from Graven at the *Angerklev*, a steep pass. Beyond is a pine-forest, and a height affording a view of the Graven and Samle fjords, the Samlenut, &c. At *Vatnæs*, on the pretty *Mjaavand* (lake), refreshments are procurable, as well as *trout-fishing*. The highest point of the route (1900 ft.) is then soon reached, and the descent opens out a landscape of extraordinary beauty. The *Onen* will be seen rising in the direction of Ulvik, and, at a great distance, the *Dögerfos*, which falls from it (1500 ft.) The most prominent of the mtns. seen on the N. is the *Vasfjæren* (5350 ft.) Another steep pass is surmounted before the first farms are reached at the head of the valley that terminates at *Ulvik*, * where the river is crossed by the bridge.]

From Eide the str. returns down the *Gravensfjord*, touches again at *Utne*, and ascends the *Sörfjord*, stopping on its W. shore at

Grimo * **(Kvaale).**

[Pedestrians can reach *Utne* hence in 1½ hr., and enjoy the grand view from the *Hanekamb*. The fjord can be crossed in a boat to *Kinservik ch.*, at the mouth of the *Husdalen*, in which are many waterfalls, the nearest being the *Tveita* and the *Nyastölfos*. The largest of all is 12 kil. up the valley.]

The Sörfjord now gains in beauty. S. of *Kinservik* (l.) is a pretty tongue of land, from which is a succession of farms to *Ullensvang* (*Lofthus*). The str. crosses the fjord, and reaches, in 1½ hr. from Eide,

Lofthus, * near the parish ch. of *Ullensvang*. This is another of the fertile districts of the Hardanger, with hills rising directly above it, commanding beautiful views of the fjord, including the icy wastes of the Folgefonn and of the *Aganut* (4684 ft.),

and glimpses of the dreary bogland to the E. The climate is very salubrious, especially for weak chests. An abundance of fruit testifies to its mildness. This prevails even in winter (with W. winds), when the fjord is never frozen. The *Convalescent home* is much frequented at all seasons.

The *Ch.* is early Gothic, with a fine portal, but destitute of a tower. Above the Gothic window, at the end of the chancel, a bishop is represented, weeping on one side of his face and laughing on the other.

From the hill, S. of the ch., falls perpendicularly (but not in much volume) the *Skrikjafos*, formed by the *Skrikjor*. More water is precipitated by the lower, *Björnebökset, fos*.

The **Brurestol**, a prominent crag, a short distance beyond the ch., is worth ascending.

[From Ullensvang there are roads N. to **Kinservik** (about 6½ kil.), and S. to **Fresvik** (about 14 kil.), both following the fjord, the second skirting its shore, and both passing through a beautiful country, inhabited and cultivated by characteristic specimens of the Hardanger race. From both Ullensvang and Kinservik there are mtn.-paths over the waste moorland through the *Nordmands Slæb* to the *Numedal* and the *Tinnsjö* in *Telemarken*.

Some fine excursions may be made on the other side of the fjord by crossing from Ullensvang to *Vilure*, whence a road skirts the fjord northwards to *Utne* (about 8 kil.), and southwards to *Aga* (within easy reach by boat), a large farm-house, celebrated for its apple-orchards, and with an old hall lighted from above. This road follows the shore southwards to *Aapaaldo*. Other roads run W. to *Herand* and *Alsaker* (on the Samlen fjord), nearly opposite the *Tyssedal*.]

On leaving Lofthus, travellers will admire from the deck of the str. the grand peaks, *Haanut*, *Solnut* (4831 ft.), *Torsnut* (5163 ft.), and many other fine mtn.-tops with patches of blue glacier ice between them. The str. continues S. and stops at

Börve (1½ hr.), a pretty place, from which the Folgefonn is seen. The foliage of the trees stands out in strong contrast with the frowning mtns. and the glaciers behind. In another ½ hr. a stoppage is made at

Naa, on the W. side of the fjord. The slopes of *Torsnuten*, covered with farms up to a height of 1000 ft., rise above it to the N.W., with the glacier looking down on them. About 1 kil. S. of Naa is *Bleie* farm.

[From Bleie a wild mtn.-road may be followed to *Jondal* (8 or 9 hrs.), ascending first to *Reis Sæter* (1080 ft.), then northward to an elevation of 4500 ft., and passing *Sakseklep* with *Torsnuten* to the rt.; thence gradually descending with a W. and southward sweep to *Sjusæt*, then following the river to *Brattebö*, whence there is a road (12 kil.) to *Jondalsören* in the *Hitis fjord* (see above, "Jondal").]

On crossing the fjord from this point, other parts of the glacier open out, and the traveller will notice a waterfall above Naa, which seems to issue straight out of the mtn. The next stat. is

Espe (½ hr.) on the E. shore, with another (see *ante*) "*Hanekamb*" (3590 ft.) behind it. Farms lying in an amphitheatre are enlivened by green trees, and a river falls in cascades down to the fjord.

Passing next the mouth of the *Tyssa* (l.) and *Eitreim* and *Tokeim* farms, the end of the Hardanger route, above described, is reached in 1 hr. at

ODDE, ✻ finely situated at the head of the Sörfjord. This is the chief goal of visitors to the Hardanger, and no new-comer will be astonished at the predilection, when he views both the peaceful beauty and the solemn grandeur of the scenery around him.

Moreover, Odde is the starting-point not only for journeys to Telemarken and to Stavanger, through some of the finest and most interesting parts of Norway, but also a basis from which many charming excursions, long and short, can be made with ease and comfort.

The *journeys* are described, in a reverse direction, in Rtes. 5 and 21. As regards *excursions*, their objects will be to view waterfalls and glaciers, or to climb mtns.

1. WATERFALLS.—(1) *Laatefos*, *Skarsfos*, and *Espelandsfos*. The traveller who has not come

from Telemarken or Stavanger will, even if not disposed to make the entire stage to *Röldal* (54 kil.) described in Rte. 5, engage a conveyance of some kind (Stolkjærre for 2, 3.40 kr.) to the *Laatefos* and *Skarsfos* (5 to 7 hrs. there and back). Pedestrians walk to the *Sandvenvand*, and along its shores, or, taking a boat to its upper end at *Sandven* farm (7 kil. from Odde), and perhaps stopping to visit the *Buarbrae* (see "2. Glaciers"), proceed to *Hildal*, where there is a waterfall of the same name. About 5 kil. beyond are the Laatefos* and the Skarsfos, and opposite to them the *Espelandsfos* (see Rte. 5). Instead of returning by the same road, the more enterprising will ascend the mtn. by the side of the Laatefos to *Laate farm*, beautifully situated on the lake from which the waterfall issues. From the farm, a bridle-road runs to *Brække*, and thence to a point on the main road near Hildal.

(2) *Skjæggedalsfos* and *Tyssestrengene falls.* This is a highly attractive excursion (feasible also by ladies in dry weather) of 9–11 hrs. there and back, with a *guide* (4–5½ kr.) from Odde, where a luncheon-basket should be procured. The guide (with assistance when necessary) takes the traveller in a boat down the wild E. shore of the Störfjord to *Tyssedal* (6 kil.; 3 hrs.), the landing being at Tyssedal farm, on the N. bank of the Tyssa. Keeping well along the path on the high N. bank of the river, a pine-forest and 2 cascades will be passed; and after a somewhat steep ascent over loose stones and trunks of trees, a hay-barn will be reached at the foot of the *Svelberg* (in 1½ hr.) This is the highest point (about 1800 ft.) attained on the way. Fine retrospective views of the fjord and the Folgefonn. The *Tyssedalsnut* will be seen to the N., and the *Tveitnut* to the S. Hence, the track more or less descends (over steps and logs) to the *Fladberge* (formerly a very difficult part of the excursion) and leads to *Skjæggedal farm* (2½ hrs. after landing), where *coffee*, *trout* (and even a *bed*) are procurable. To the l. is the *Mogelifos* (descending from the *Mogelinut*), and to the rt. the *Vassenden fos*, formed by the waters of the *Ringedals vand* (or *Skæggedals vand*), a lake (about 1475 ft. above sea-level) which is reached in 10 min. after crossing in a boat the *Vetle vand* tarn at the foot of the Vassenden. The scenery on this fine sheet of water (about 6 kil. E. to W.) is grandly picturesque. Bare, sombre, grey cliffs rise abruptly from the edge of the exquisitely blue water. Embarking again in a boat with 1 or 2 extra rowers (fee 1 kr. for each passenger), the lake is traversed (providing a high wind has not suddenly risen and rendered waiting necessary) in about 1½ hr. About half-way, the *Folgefonn* will be seen to the W., and to the l. the fine twin *Tyssestrengene* falls, which unite midway on the face of the rock (500 ft. high). Shortly after, the *Skjæggedals fos* comes into view, leaping down nearly in the centre of a semicircle of bare rock, making a clear bound of more than 530 ft. over the dark wall that terminates the valley in which the lake lies.

Landing at the E. end of the Ringedalsvand, close to the low second fall by which the waters of the cascade make their way to the lake, a few hundred yards' scramble over rough fallen rocks, in the face of a blinding spray, leads to the huge basin which the avalanche of water has worn for itself. Although not so imposing as the Vöring-fos, for the volume of falling water is somewhat scanty in summer (except after heavy rain), yet the Skjæggedal is certainly more grand and picturesque than any other waterfall in Europe.

If the strength and time of the tourist permit, he should not fail, when returning, to land and to climb to the *Tyssestrengene*. (1½ or 2 hrs. should be allowed for this *détour*.)

This should not, however, be attempted by ladies unless well accustomed to hard mtn.-climbing. In many places the ascent is difficult. It is dangerous to venture on the mass of ice at the base of the fall, as it is slightly inclined and very slippery. Beautiful rainbows will be observed.

2. GLACIER.—The *Buarbræ*. If not combined with a visit to the waterfalls above mentioned, this is of itself an interesting excursion of about 5 hrs. Walking or driving to the Sandvenvand (in which *trout* can be caught), a small str. will be taken at *Vastun* (return ticket 1 kr.) for the splendid *Buardal*, where the *Jordalsnut* will be seen on the rt., and the *Eidenut* on the l. The landing is at *Jordal* farm, on the N. side of a small stream that runs down from the glacier, and which is crossed by a bridge. No guide is necessary, for the path upwards is well defined. On reaching *Buar* farm, from which the glacier derives its name, the stream is crossed to its l. side, and a short way beyond is an elevation formed by large blocks of stone, from which the glacier is visible in all its grandeur. A small *Inn* will be found at this point. On the S. side of the valley are the outbuildings (1050 ft.) of Buar farm, the fields of which have been endangered by the rapid rate at which the glacier descended. In 1870 it advanced about 260 ft., and in 1871 about 13 ft. in one week. It has since receded 100 to 130 ft. The foot of the Buarbræ is now about 1000 ft. above the level of the fjord, or 700 ft. above the lake. Divided into 2 arms by a ridge of rocks, it has an unusually large central moraine. Visitors can come close up to it and chip off ice for the cooling of liquid refreshment, but they are warned against entering the ice-grotto by which they may be attracted.

By those who are accustomed to such exercise the rt. side of the glacier can be ascended to the great *Folgefonn* (of which the Buarbræ is one of the finest outlets). Skirting the *Eidenut* and the *Röklenut*, and passing the *Tokeimsnut*, the descent is to *Tokeim* farm, near Odde. About 10 hrs. must be allowed for this *détour* (*guide* about 8 kr.)

With a good guide, the Folgefonn can be crossed in 10 hrs. (guide 15 kr.) to the Mauranger fjord. (See above, on this route, "Skjelnæs.")

3. MOUNTAIN CLIMBING.—(1) The *Sanenut* This mtn. (about 4000 ft.) can be ascended

from Odde in 1 day (there and back) from *Grönsdal* farm, at the edge of the Folgefonn. The view from the summit is very extensive, finely displaying the Odde district and the mtns. beyond.

(2) The *Möfalsskardene* (about 3950 ft.), E. of Odde. This ascent can be accomplished in 6 hrs. with a guide (5 kr.) Splendid panorama of the Ringedalsvand, the Sör-fjord, and the Folgefonn.

II. Bergen to Ulvik and Vik in the Hardanger.

[This section is given separately, as most of the strs. proceeding to Odde leave the communication between Eide and the *Ulvik* and *Eid* fjords, to local daily strs. For the voyage to Eide see above (Section I. of the present Route).]

From Eide the str. ascends the *Gravensfjord*, rounding the *Oksen* promontory, and crosses the *Eid-fjord* to

Ringöen (1 hr.) Fine view of the Folgefonn. Steering N. between the dark rocky walls of the Eidfjord, the *Ulviks* fjord (richly wooded slopes) to the l. is entered. It is separated by the low *Osen* ridge from the *Ose-fjord*, which the mail strs. do not enter. In 3 hrs. from Eide the str. reaches

Ulvik. * Ulvik is in the midst of scenery both grand and beautiful, and is one of the most charming places in the Hardanger for a temporary sojourn. *Brakenæs*, with its ch. and hamlets (a waterfall close by), constitutes Ulvik. A short walk along the fjord brings the visitor to *Hagestad*, and then, on the N.E. shore, to *Lekve* farm, anciently a royal domain.

[Excursions.—(1) *Vasfjæren*, a mtn. 5658 ft.; feasible in 12–16 hrs., with a guide (5 kr.) The ascent begins at *Lekve* farm (reached by boat) by a good broad path with steps. The *Sæberg* is then surmounted, and the *Jonstölene* (about 5 kil.) reached. A path on the W. bank of the stream leads to the *Solt-sæter*, on the N. side of the Vasfjær, to which the less hardy climber should walk on the evening before the ascent. *Trout-fishing* in the *Espelandsvand*, 7 kil. (1½ hr.) to the N.W. In 1 hr. thence, the *Vasdela sæter* is reached. Splendid views. Then a winding ascent between Vasfjæren and *Vetlefasfjæren* (E.)

The *fonn* sends out a branch here, a rivulet tumbling down the glen. If there be snow, some climbing must be done; if not, the stream can be jumped over. Then a steep ascent. On reaching *Sauebotnen*, a deep hollow between high mtn.-walls full of snow, the ascent of the *Vasfjærfond* begins. It is possible, but difficult, to ascend the mtn. from its N. side, from Soli-sæter, passing the *Svelg sæter* to the *Struelvand*. The front of the fjeld has been ascended by daring climbers, but the attempt should never be made by tourists. In 5 hrs. from the Sæter, the *Top* is attained. It commands a grand panorama, including all the inner portions of the Hardanger district, the fjord, and the islands beyond, the Folgefonn, the wild, lake-dotted, boggy, desolate, and little-trodden region called the *Hardanger* or *Stor vidden*, lying between the Sör fjord, Telemarken, and Numedal.

Another fine view can be had from the summit of the *Garhaug*, on the *Solsi-vand*. This can be accomplished in about 3 hrs.

Travellers should not fail to visit (in 1 day.)

(2) The *Osefjord*. This magnificent arm of the great fjord, in some respects the finest of all, may be reached by rowing down the Ulvik fjord, round the headland, and up the fjord to *Ose* (14 kil.), or by a path from *Brakenæs* along the shore, past the ch. and *Lekve* farm, where the effects of a great landslip may be seen, and thence across the isthmus to *Ose*, where fair but rough accommodation is afforded. It is, however, more prudent to bring a supply of provisions. Within a short walk from the fjord, amidst great lumps of tumbled rock, are the *Koldehuller*, deep cavities in which are some curious perpetual glaciers, or ice-pools that remain frozen throughout the summer. Near to these is a marsh, which, according to local accounts, never freezes in winter, and is swampy in dry weather and dry when the weather is wet. The gorge between the *Nipahögd* and *Vasfjær* mtns., leading up to the *Ose sæter*, is well worth a visit. Very wild mtn.-paths branch off from this (E.) to the *Finse vand*, and through the *Finsedal* to *Aal* in Hallingdal, and (N.) through *Kaldevasaadal*, with *Osekavl* and *Vossekavl* on the rt., and *Gangdalskavl* on the l.; then across the *Gravnhals* (3700 ft.) down to *Kaardal* and the *Aurland* branch of the *Sogne fjord*. Either of these is a hard day's journey on foot. Better take 2 days, and rest at one of the *sæters*. There are other grand mtn. excursions from Ose to *Rundal*, *Hol* in *Upper Hallingdal*, &c. (Consult Prof. Y. Nielsen's *Reisehaandbog* and Guide at Ose.)]

From Ulvik the str. returns to the rock-walled *Eidfjord*. On the S. side of this fjord will be seen rising (S.) the lofty *Bunut*, on which the sun never shines in winter. Beyond is *Erdal*, a hamlet with saw-mills and several old moraines and primæval beaches. The *Rullenut* towers over it. On the N. side of the fjord rises the *Onen* (5150 ft.), the highest peak of which is, however, not seen from

the water. The str. next leaves to the l. the *Simodal*, which receives a torrent fed by the melting snows of the great plateau called the *Hardangerjökel*. A glimpse of the latter is obtained. The str. stops, in 2 hrs. from Eide, at

Vik ✻ (in *Eidfjord* or *Öifjord*), situated in a small bay on the S. side of the fjord, at the mouth of a small river, of which the *Bjoröia*, the source of the Vöringfos, is a tributary. The small stone ch. is attributed to the 12th cent., the lancet windows and portals being apparently of that age. Behind the altar is a well-preserved tombstone, on which is represented Ragnasad (who founded the ch.) in the act of offering to St. Peter a model of the edifice. There is a long Runic inscription on it. The principal object in visiting Vik is to see the

[1. VÖRING-FOS, one of the finest waterfalls in Norway, although its sheer fall is only 530 ft. The excursion occupies 8 to 10 hrs. Guide from Vik 3.50 kr.

A good carriage-road runs from Vik to the *Eidfjordsvand* (a lake 6 kil. in length and 245 ft. in depth, with tolerably good *trout-fishing* in it), and along its shore to *Sæbö* farm (1½ hr.), where saddle-horses are procurable. The girths, especially of side-saddles, should be carefully inspected. Walking is, however, generally preferred. The ascent begins at Sæbö. To the rt. of it is the *Hjelmadal* and to the l. the *Maabödal*. The track, improved by the Tourist Association (which charges 80 ö. per head for its maintenance), first leads up a hill and then down to the bank of the *Bjoröia*, which is kept to the l. for a short time. (In descending, care must be taken, on reaching the level moraine in this vicinity, not to take the broader track to the l., but the one to the rt., which runs straight down to Selbö.) The valley increases in wildness, its precipitous sides being in many places 2300 to 2600 ft. in height. In about ¾ hr. from Selbö the first bridge over the Bjoröia is reached, and then the small *Tveito* farm. Thence the track leads up the *Maaböklev*, past a waterfall, to *Maabö*. Here the river is crossed. When in flood, a branch of it, the *Maabökvist* (in which Jon Sæbö, a well-known guide, was drowned in 1881), is very dangerous to pass. The Tourist Association track is kept along the l. bank. It is more or less hilly, and the glen becomes grander still. The *Dalberg* is passed on the rt., and steps are cut here to facilitate the ascent. A small *Inn* supplies at this point solid and liquid refreshments (ale, milk, and seltzer water).

A wire suspension-bridge (toll 50 ö.) over the Bjoröia is next crossed. The top of the *Vöringfos* is now attained in 10–15 min by some rudely formed steps, beyond which the spray arrests further progress. A path has, however, been made from the suspension-bridge to *Fosseli*, whence another view can be obtained of the fall. A small *Inn* has been built here by the excellent local *guide* and *deer-stalker*. The entire distance from Sæbö is about 10 kil. (2½ hrs.)

The direct and easy return is by way of the Dalberg (¾ hr.) Passing over some flat marshes, *Höi farm* (accommodation) is reached by ascending some steps. A splendid view down over the fall rewards the climber who is not subject to giddiness.

Intrepid explorers can, with the help of a guide, explore the old track to and from the Vöringfos and the places lying off it, but their number will be so small that we must refer them to the more detailed information given in Nielsen's *Reisehaandbog*, above quoted, and much used in the foregoing account of the fos. *Hallingdal* can be reached by good pedestrians from the Vöringfos, passing 2 nights in rough huts. A guide and provisions necessary.

2. EXCURSION TO THE SIMODAL AND ITS WATERFALLS.—This deserves more attention than has hitherto been given to it, especially as the activity of the Tourist Association develops in the direction of road-making or improving. If the local str. be not available, a boat can be engaged from Vik to *Simodal*, which is reached in 1 hr., the landing being effected at *Naustene*, whence a road leads up to *Sæd* farm, which lies on a moraine. The valley hence is very grand, its base being strewed with large rock masses that have tumbled down. As in so many other parts of Norway, wires will be seen running from the heights for the sending down of hay. The road is good up to a bridge, beyond which is *Mehus* farm, where the valley narrows to a gloomy gorge. Passing over another bridge, the traveller soon reaches (in an hour from Simodal) *Tveit* farm (the highest in the valley). A steep path runs hence to *Stölen* and over to *Höi* (see "Vöringfos"). The gorge again contracts more and more. A small *fos* will be seen falling into it. Eventually (in 2 hrs. from Simodal) the traveller will see before him the entire volume of the

Skykkefos, with a sheer fall of 820 ft. The quantity of water is scanty in summer. It is interesting, but not quite free of danger, to see it from its foot, which can be reached from Tveit in ½ hr. There is a magnificent view of the fjord from the gorge. In another hour of climbing up the wild valley, and after passing over some level rock, the traveller gets to the

Rembisdalsfos, a greater mass of tumbling water issuing from a lake of the same name, and of which the upper end is filled with the glacial terminations of the Hardangerjökel snow-field (6540 ft.) It takes 2½ hrs. to reach the lake, which can be rowed over, through the floating ice. The *Rembisdals-sæter* is on the other side of it.

The above excursion will occupy 15 or 16 hrs. The hardy pedestrian may as well

include it in a round-tour (taking about the same time) from Vik, to Maabö and Fosseli, whence the innkeeper (see above) will act as guide to Höl and Tveito.

3. The *Hjelmadal* is a third excursion worth making by robust walkers. The *Vefos*, and many other fine waterfalls, render the valley interesting. The *Hardanger vidda* can be reached from it, as well as Telemarken (in 2 to 3 days). This imposing valley can be entered from Höl (see above) or Sæbö.

SPORT.—There is good *trout-fishing* in all the mtn.-lakes in this part of the country, and sportsmen will find *reindeer*, *wild-fowl*, &c.; but great hardship must be endured in such pursuits.]

(For return from Vik and other places in the Hardanger, consult the above Route in a reverse direction.)

ROUTE 24.

BERGEN TO VOSSEVANGEN.

(By rail.)

[Distance, 108 kil.; time, 4 hrs.; fare, 2nd cl., 7.70 kr. This line, which passes through a beautiful and interesting part of the country, greatly facilitates the communication of Bergen with the Hardanger on the one hand and with the Sogne fjord on the other. Nearly one-tenth of it is tunnelled through hard rock, and the whole of it is a triumph of engineering skill.]

On leaving the stat. opposite the *Lille Lungegaardsvand* in Bergen, the train skirts the larger lake of the same name, which is in reality an inner branch of the fjord. After passing through a tunnel nearly 460 ft. long it crosses the stream that runs out of the lake and in 5 min. reaches

Solheimsviken (2 kil.), a place dotted with pretty summer residences. The country increases in beauty, and the *Aalreken* mtns. will be seen on the l. and the *Lövstakken* to the rt. The *Fjösangervand* (rt.) is next reached, and on its shore

Fjösanger stat. (5 kil.) Here travellers alight for *Fantoft*, where the old *Stav ch.* of Fortun is an object of curiosity (see Rte. 22: "Bergen"). Leaving a fjord to the rt. and passing through several cuttings, the train ascends to

Hop (8 kil.), and thence again through several cuttings and a country embellished by small lakes and green woods, to

Nestun (9 kil.), with a *Ch.*, and *Quarries* of a kind of marble, close by; also small lakes, many villas, and a view of Aalreken. The *Lysekloster* (see "Bergen") can be reached hence on foot in 3½ hrs., and **Os**, in the *Samnanger* fjord (20 kil.), in 4 hrs. (see "Hardanger").

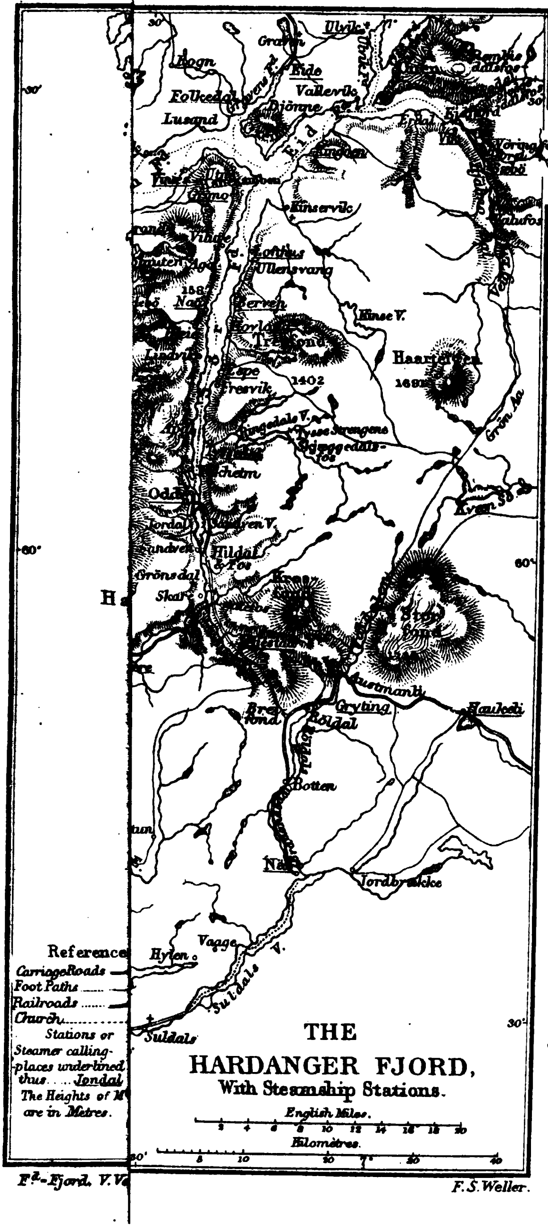
[A branch line will shortly be opened from Nestun to Os.]

Turning abruptly almost due N., the line passes twice over the Nestun river, skirts the *Grimevand*, where it intersects the posting-road to Bergen, and after going through 2 tunnels issues on the *Soilevand* (rt.), surrounded by bare mtns. Three more tunnels are entered before the train pulls up at

Haukeland (18 kil.), at the N. end of a lake of the same name. This is the highest point attained on the line (269 ft.) Hence a short stretch of rocks covered only with moss, and a flat marshy level, until *Arne ch.* is passed, and a descent made to the pretty *Arnevaag*, a narrow arm of a "*Sörfjord*" that branches out of the *Österfjord*. The stat. here is

Arne (25 kil.) The line runs along the shore of the Arnevaag, and then, making a loop to the E., comes out to the Sörfjord at

Garnæs (29 kil.; *Buff.*), where the interesting part of this route begins. The lamps are here lit in the carriages. *Haus ch.* will be seen on the opposite side of the fjord, to the S. shore of which the train descends,


THE
HARDANGER FJORD,
With Steamship Stations.
English Miles.
Kilometres.
Reference
Carriage Roads
Foot Paths
Railroads
Church
Stations or Steamer calling-places underlined thus ..... Jondal
The Heights of M are in Metres.
Ulvik
Eide
Vallevik
Folkedal
Lusand
Kinservik
Lofthus
Ullensvang
Kinse V.
Haarteigen
1402
Tresvik
Ringedals V.
Odda
Jondal
Tildal
Grönsdal
Skar
Austmanli
Gryting
Röldal
Haukeli
Botten
Jordbrække
Vaage
Hylen
Suldals V.
Suldals
Grön Aa
60°
30'

F.S. Weller.

passing through 11 tunnels (the 4 longest 985 to 1265 ft., the rest short), before reaching the next stat.

Trengereid (29 kil.), on the Sörfjord. Splendid view, especially on looking back. The *Gulfjeld* (3230 ft.), from which is an extensive panorama, can be ascended hence in about 4 hrs., there and back, with a guide. A road runs hence to *Aadland* and the fjord of that name, a continuation of the Samnanger (see "Hardanger").

The line increases hence in interest, and the gigantic labour expended in its construction excites admiration. Ten more tunnels (combined length of more than a mile) have now to be entered. The long (nearly ¾ kil.) tunnel at *Hana* was pierced through a rock so precipitous that adits had to be driven into it from the waterside at 6 different places; and yet, when the several borings were joined, the maximum difference in level was only 10–20 centimètres. Running along the shore of the fjord the line presents views of great beauty. The mtns. of *Osterö* and the *Ch. of Bruvik* will be seen on the opposite side of the fjord, which widens considerably when the line deflects to the E. After emerging from a long tunnel a northerly direction is suddenly taken, more tunnels passed, and, lastly, a small river crossed, before pulling up at

Vaksdal (51 kil.) *Buff.* A pretty view here of the fjord, and a large *Flour-mill* on the shore below. There are 5 tunnels on the next stage, the fourth piercing the [illegible] mtn. The fifth is passed a short distance from

Stanghelle (59 kil.) Here the *Dalevaag* is crossed, and the shore of that creek (bordered by steep mtn.-sides) followed, partly through tunnels. Descending a valley, the train next stops at

Dale (66 kil.) Some large *Factories* here. A short tunnel carries the line to the bottom of a valley and then to the *Bolstad* fjord. A long tunnel is

[illegible]

passing through 11 tunnels (the 4 longest 985 to 1265 ft., the rest short), before reaching the next stat.,

Trengereid ✱ (89 kil.), on the Sörfjord. Splendid view, especially on looking back. The *Gulfjeld* (3230 ft.), from which is an extensive panorama, can be ascended hence in about 4 hrs., there and back, with a guide. A road runs hence to *Aadland* and the fjord of that name, a continuation of the Samnanger (see "Hardanger").

The line increases hence in interest, and the gigantic labour expended in its construction excites admiration. Ten more tunnels (combined length of more than a mile) have now to be entered. The long (nearly ¾ kil.) tunnel at *Hane* was pierced through a rock so precipitous that adits had to be driven into it from the waterside at 8 different places; and yet, when the several borings were joined, the maximum difference in level was only 10–20 centimètres. Running along the shore of the fjord the line presents views of great beauty. The mtns. of *Osterö* and the *Ch.* of *Brudvik* will be seen on the opposite side of the fjord, which widens considerably when the line deflects to the E. After emerging from a long tunnel a northerly direction is suddenly taken, more tunnels passed, and, lastly, a small river crossed, before pulling up at

Vaksdal (51 kil.) *Buff.* A pretty view here of the fjord, and a large *Flour-mill* on the shore below. There are 5 tunnels on the next stage, the fourth piercing the *Hætta* mtn. The fifth is passed a short distance from

Stanghelle (59 kil.) Here the *Dalevaag* is crossed, and the shore of that creek (bordered by steep mtn.-sides) followed, partly through tunnels. Descending a valley, the train next stops at

Dale (66 kil.) Some large *Factories* here. A short tunnel carries the line to the bottom of a valley and then to the *Bolstad* fjord. A long tunnel is entered at *Bergsenden*, and then another long one piercing the *Troldkonebar*. Beyond are tunnels through the *Klöftefjeld*, the *Hyving*, and the *Torbjörnstodna*, and, at the head of the fjord, the stat. of

Bolstad (78 kil.), at the mouth of the *Vosse-elv*. Strs. here several times weekly from and to Bergen. The train ascends a pretty valley, along the l. bank of the river, in which are several rapids, and later skirts the *Evanger-vand*. There are 8 tunnels on this section. The bare *Mykletveitre* (3755 ft.) is seen rising to the rt. It can be ascended from the next stat. in about 3 hrs. At the outfall of the Vosse river is

Evanger ✱ (88 kil.), at the head of the lake of that name. The parish *Ch.* and an *Inn* are opposite the stat. Hence a slight ascent to a bridge which carries the train over to the rt. side of the river. Soon after, the last (fifty-second) tunnel is passed, and the pretty *Vangsvand* skirted, the mtns. in the S. being of considerable height, and including the long ridge of the *Graaside* (4250 ft.) On the Vangsvand is

Bulken (99 kil.), a small stat. The view is charming, looking E., the valley widening in that direction, and in ¼ hr. the train reaches its present terminus at

VOSSEVANGEN (Voss), ✱ (108 kil.) In a charming situation on the Vangsvand, this place is much frequented, being well adapted for a prolonged stay as a centre from which some of the most pleasant trips in Norway can be made. The mtn. to the S. is the *Graaside*, already viewed at Evanger. Close to the principal hotels is a stone *Ch.* attributed to the 13th cent. Its altar-piece is ancient, and on the walls are several memorial tablets of the 17th and 18th cents. It possesses a Bible of 1589. Bergen is largely supplied by Voss with vegetables, and the well-tilled farms around are among the largest in Norway. At about 1 kil. S.W. from the ch., above the posting-road to Bergen, is a barn, an interesting

remnant of the old *Finne* log-ch. Norman carving is extant on the capitals of the massive oak pillars of the door and on the arch over it. Remains of old buildings exist also at *Lödve*, about 3 kil. W. of *Vangen*, the parish *Ch.* of which is the largest in the Bergen diocese. *Anglican ch.* service is held every Sunday, in summer, in a schoolroom.

For pretty *Views* travellers should ascend to the higher farms on either side of the lake. Among easy ascents of mtns. may be mentioned the *Lönehorg* (4560 ft.) to the N., and the horn-shaped *Hondalsnut* (about 5000 ft.) E. of the ch. and near the *Kvitenosi*, the highest mtn. (4780 ft.) in the vicinity. Both these can be ascended in about 6 hrs., mostly on horseback, if desired.

A track leads E. from Voss to the *Flaamsdal*, in Sogn, and another S. to *Botnen*, in the Fiksesund (Hardanger).

(The communication by road with *Eide* is described in the foregoing Route. For that with *Gudvangen*, see next Route.)

ROUTE 25.

VOSSEVANGEN TO GUDVANGEN, *viâ* STALHEIM.

(By road.)

[Distance, 48 kil. Posting in about 6 hrs. Carriole, 8.25 kr.; stolkjærre, 12.25 kr.; carriage, 25 kr. to 35 kr. for 2, 3, and 4 persons. Return same day half charge. A *dil.* runs in 7½ hrs., including 2 hrs. at Stalheim. Fare 7 kr.

As the overland route between the Hardanger and the Sogne fjords, it is much frequented. The stream of tourists is considerably increased by the natural desire to visit, in any case, Stalheim. Tolerably good *trout-fishing* all the way.]

On leaving Vossevangen, the road, which is laid in the valley of the *Vosse-elv* (the volume of which is increased by tributaries higher up), becomes at once picturesque, and it soon reaches the E. shore of the *Lundarvand*, and then the *Melsvand*, in a fertile and well-wooded district. Beyond is the *Lönevand*, where the bare peaks of the *Lönehorg* (see previous Route) will be seen to the l., and the *Hondalsnut* to the rt. There is a posting-stat. at

Tvinde ✻ (10 kil.) Close to it (l.) is the pretty *Tvindefos*, formed by a stream that falls into the main valley, the river in which is followed along its rt. bank and crossed by a bridge over the *Aasbrekke fos*. It is necessary to be careful in descending to view this waterfall. The valley contracts farther on, and is pretty as well as wild, the Lönehorg being again visible to the l. A river flowing down from the *Mörkedal* will then be passed. A track, partly carriageable, leads up the Mörkedal to *Vik* (Hardanger) in about 12 hrs. Another posting-stat. is reached (and horses sometimes baited) at

Vinje ✻ (10 kil.), with a ch., and in a smiling landscape closed in by high light-grey mtns. Hence is an ascent along the bank of a small stream, and up a narrow valley to **Framnæs**, ✻ at the W. end of the *Opheimsvand* (1007 ft.), where *Vossestrand* parish *Ch.* and *Manse*, and a couple of good hotels, ✻ are situated. There is good *fishing* (large *trout*) in this lake. To the E. rises the *Koldafjeld* (3945 ft.), and to the S. the *Malmagrönsnaave* (about 3600 ft.)

The road continues along the shore of the lake, and then, after running through a pine-wood, crosses the watershed between the Bolstad and the Sogne fjords, and follows the bank of the *Nærödals-elv*. Soon after, the admiration of the traveller is directed to the grandeur of the **Stalheimsberg**, a *mamelon* on which is perched the splendid

STALHEIM Hotel ✻ (36 kil. from Voss, and 12 from Gudvangen).

From the verandah of the hotel is an impressive view of the dark *Nærödal*, surrounded by high mtns. The blunted cone of the *Jordalsnut* (3600 ft.) is seen on the one side and the *Koldafjeld* on the other. Several glens open out on all sides, and the panorama is in reality one of the grandest in Norway. The best elevation for a view is the *Brekkenippa* (3 hrs. up and down with a guide), as the *Folgefonn* and the *Jostedalsbræ* are visible from it. The *Naalene* are worth visiting, but only the hardy will attempt it.

From Stalheim, the road winds down the *Stalheims-klev* in 16 zigzags, past the *Stalheims-fos* (rt.) and the *Sivle-fos* (l.), and then over the *Stalheims-elv*. Splendid views all the way, the *Jordalsnut* being on the l. and a precipitous mtn.-wall to the rt. *Hylland* and *Skjerpe farms* will be seen on the rt. side of the magnificent *Næreims* (*Nærödal*) valley before descending to

GUDVANGEN * (26 kil.; 12 kil. from Stalheim), on the *Næro* arm of the *Sogne* fjord. In the reverse direction the drive to Stalheim can be done in 4 hrs. (Carriole, 2.50 kr.; stolkjærre, 3.50 kr.; carriage, 9–14 kr.)

This hamlet is so encompassed by mtns. that the sun's rays never reach it in winter. The reverberation of guns occasionally fired from tourist strs. has the sound of heavy artillery. The *Skjerpenut* stands out on the E. and the *Solbjörgenut* on the W. To the N. of the latter, opposite the posting-stat., is the *Kilefos*, a waterfall of 1850 ft., the first perpendicular part of it being 500 ft., and the rest a cataract, but of no great volume. To the rt. of it is the *Hestnæsfos*, and to the l. the *Nautefos*, which, after uniting with the Kilefos, falls down separately.

(For *Communications* with Bergen, &c., see next Route.)

ROUTE 26.

BERGEN TO THE SOGNE FJORD AND ITS BRANCHES.

(By str.)

[The *Sogne* is the largest and most ramified of the fjords on the W. coast of Norway, its length to the head of the Lyster-fjord being about 180 kil. Of its numerous branches, the most extensive and the most striking for beauty and grandeur of scenery are the *Fjærlandsfjord*, *Sogndalsfjord*, *Lysterfjord* (all running up N.), *Aardalsfjord* (E.), and the *Aurlandsfjord*, with the *Næreimsfjord* or *Nærödfjord* (S.) The district surrounding these extensive waters has an area of 3475 sq. m., with a pop. of 38,000 On the whole, the scenery is wilder, and in part more grand, in the Sogne than in the Hardanger. This will be recognised more especially in the larger branches. Although there are several great waterfalls in the Sogne, they are not as imposing as those of the Hardanger, for they seldom carry any large volume of water. The highest waterfall is the *Vettlefos* (870 ft.) The *glaciers* of the Sogne send down nearly all their streams through long valleys that decline gently towards the sea-level. On the other hand, the *Jostedalsbræ* is the largest Norwegian glacier, and there are many glaciers, large and small, between the Aardals fjord and the Lyster fjord, carried by the mighty mtn.-chain of the *Horungstinderne*. These deserve more attention than they have hitherto attracted. The Sogne pop. is remarkable for its vivacity and endurance, especially in the upper parts of the fjord, where the best mountaineers in Norway will be found. The *Sogning* is very independent in character, and has but little respect for authority. The houses are being improved so generally and rapidly that very few old buildings are extant.

COMMUNICATIONS.—Excellent, well-provisioned mail *strs.* leave Bergen (also Stavanger) several times a week for the Sognefjord, but they do not usually touch on the same voyage at all the stopping-places below described. Their principal course is from Bergen to *Lærdalsören*, a point from which communications with branch fjords are maintained by local strs. (Consult local time-tables and

advertisements for days and hours of sailing.) Posting-boats can also be used between points at no great distance from each other. This route is therefore divided into: (1) The Main Route, and (2) Subsidiary Routes.]

I. Bergen to Lærdalsören.

[Distance, 230 kil.; fare, 12.40 kr. (2nd cl. half-price): return tickets (1 month) by the larger strs.; time, generally about 20 hrs.]

After leaving the harbour of Bergen, the str. passes through the channel between *Askö* and the mainland. The island is a favourite summer resort of the Bergen citizens, the neighbourhood of *Ask* and *Hop* being beautifully wooded. Continuing a northward course along the monotonous coast of *Nordhordland*, between rocks and small islands, the str. passes **Eidsvaag** and **Bystenen** (l.), and then **Salhus** (where there is a spinning-mill), before stopping at

Alverströmmen (22 kil.; 1 hr.), on the island of **Radö**. A road runs along this island to **Sæbö**, **Manger**, and **Bö**. On the mainland a road runs N. from **Isdal** to **Seim**, **Næsse Lindaas**, and **Fanebust** in the *Fensfjord*. At Seim is the grave of Haakon Adelstein. Leaving **Radösund**, the str. enters the *Lygrefjord*, and passes a multitude of low barren isolated rocks or "holms," between which the navigation demands considerable skill. A stoppage is sometimes made at

Lygren (1½ hr.) Other strs. proceed direct through the *Kjeilström*, a long narrow channel, through which runs a current, sometimes so rapid as to render the navigation very difficult. Issuing from this, the str. enters the wide opening of the *Fensfjord*, a considerable estuary that branches out to form the *Östfjord* and *Masfjord*, which are kept to the rt., the str. proceeding N. to

Skærjehavn (67 kil.; 3 hrs. from Alverströmmen), at the N. point of **Sandö**. The str. next stops at

Evenvik (74 kil.), on the *Gulenfjord* (1 hr.) In its neighbourhood was held, in the middle ages, the *Gula-ting*, originally a popular assembly for all the districts between Söndmöre and Rygjarbit, which include the modern eccles. provs. of Bergen and Christiansand, as well as Hallingdal and Valders. A tall stone cross close to the *Ch.* is visible. Leaving this stat., the str. proceeds through the *Folefot Sund*, between **Hisö** and the mainland, and, passing in open water **Dingenæs** and **Sygnefest** (where the *Sognefjord* begins), stops at

Lervik (104 kil.), in the *Böfjord*, on the N. side of the Sogne. To the l. a view of the *Lihest* (2034 ft.) A road (without posting-stats.) runs from Lervik N. to *Dale* in the *Dalsfjord* (*Söndfjord*). Sometimes the str., instead of stopping here, makes for **Brække** on the S. shore of the Sogne. With a stoppage (occasionally) at **Værholmen**, it steers for

Lavik (119 kil.), also on the N. side of the fjord, and, after passing **Trædal**, **Torven**, and **Björdal**, makes a stoppage at

Vadheim ✳ (2 hrs. from Lavik), at the head of the *Vadheimsfjord*, a narrow branch penetrating N. (For posting hence to the *Söndfjord* and *Nordfjord*, see next Route.)

The str. next stops at

Kirkebö, on the N. shore (1 hr.), and

Maaren (148 kil.), a pretty place on the same side of the fjord. Hence it crosses over to

Ortnevik. High precipitous mtns. on each side. Hence across the mouth of the small *Finnefjord* to **Gjeithus** and sometimes to the head of the narrow *Arnefjord* (171 kil.) A mtn.-path hence (as well as from Ortnevik) to **Modalen**. Touching on some voyages at the small **Kramsö**, the strs. proceed to

Vik ✳ (178 kil.) (not to be confounded with Vik in the *Hardanger* and in the *Söndfjord*). The stat. is at the mouth of a wide and fertile valley of considerable beauty, the upper part of which is enclosed by finely wooded mtn.-slopes. The *Chs.* at **Hove** and **Hoprekstad** are interesting.

[Three roads branch up valleys from Vik and Viksören (each about 11 kil.) Sæterpaths continue from these, one to *Stalheim* (8 hrs.), where it joins the road to *Opheim* and *Vinje* (Rte. 25), another direct to *Vinje* (8-9 hrs.) This also forks westward to *Gulbraa* in *Eksingedalen*.]

On leaving Vik, the str. proceeds N. to

Balholm ⁎ (186 kil.) This is one of the prettiest places on the main fjord. Beautiful views (from the verandah and tower of the Hotel) of the *Æsefjord*, a beautiful inlet running W. and surrounded by the grand *Munkeg*, the *Gjeiteryg*, *Guldæble*, *Furenipa*, and the *Toten*.

[Excursions.—Numerous, to the branches of the fjord that run W. and N., such as the *Æsefjord*, *Sværefjord* (whence a mtn.-path to the Söndfjord), *Vetlefjord* (with the S. branch of the *Jostedals glacier*). The mtn.-path from the head of the latter fjord to *Haukedalen* is a very difficult one, and takes a long day's march.

The favourite trip is to the *Fjærlandsfjord*, at the upper end of which is **Mundal** (26 kil. from **Balholm**). A str. runs up several times a week and waits long enough to enable passengers to view the *glaciers*. Mtns. (3935 to 5740 ft.) rise around this grand fjord. The finest glacier is the *Boia-bræ*. A "stolkjærre" can be used within 3 kil. of it, the remainder of the way being along a fairly good footpath. A walk to this glacier and back occupies 4 hrs. The 2 *Supphelle* glaciers can be reached almost the whole way (about 9 kil.) in a cart. If a conveyance be used to the *Boia-bræ* and not much time spent in viewing it, the other glaciers can be visited at the same time and the str. caught on her return voyage.

If, as is sometimes the case, the str. does not wait, good accommodation can be had at the *Mundal Hotel*, and the return journey made by the str. next day.

Mountaineers can obtain good guides at Mundal for crossing over the fjeld to *Jölster* (*Skei* or *Aardal*) in about 12 hrs.; or *Aamot* (*Stardal*) in about 16 hrs. Ropes necessary on latter journey.]

On steaming E. from Balholm, *Tjugum* ch. will be seen prettily situated on a projecting cape. The mouth of the *Fjærlandsfjord* will be crossed, *Vangsnæs* promontory passed (to the rt.), and a stoppage made (by some strs.) at

Fejos. The high *Kvinnafos* (generally with little water) visible. From Fejos the main fjord is crossed to the beautiful *Systrand*, dotted with orchards. This is supposed to have been the scene of the *Fridthjofs-Saga*. Usually the str. proceeds direct from Balholm in 1 hr. to

Lekanger ⁎ (193 kil.) Here the grand part of the *Sognefjord* is fairly reached.

The *Ch.* and *Manse*, and the residences of the Prefect and District Judge enliven the scene. Some of the strs. go by and stop (3 kil. beyond) at

Hermansværk. ⁎ To the rt. **Fresvik** and the Aurlands fjord will be seen. Many pretty trips can be made hence. An excursion is recommended to the *Skrike* mtn., from the summit of which (4093 ft.) a fine view of the Jotunheim is obtained. Good *trout-fishing* available in the river and neighbouring lakes. From either of these stats., the str. turns into the *Sogndalsfjord* (or *Norefjord*), passing the farm of *Slinde* (inhabited in the 13th and 14th cent.) to

Lunden, beyond which is (l.) the farm of **Fimreite**, famous in Norwegian history in connection with the exploits of King Sverre and King Magnus. In the Sogndalsfjord was fought the great sea-battle in which Magnus was killed, 1184.

Round the *Norencæs* headland, with an ancient upright stone upon it, *Ölmeim ch.* will be seen, and a stoppage made at *Fardal*, a pretty place.

Proceeding up the fjord (which here widens) the old wooden ch. of **Stedje** will be passed. Near it are some beautiful specimens of the weeping birch, for which this part of Norway is famous; also many large orchards. The ch. is on the site of a more ancient edifice, in which King Sverre is said to have worshipped on the day of the battle of Fimreite. A *Runic stone* close by records that "King Olaf was shot between these stones." There are also 2 large *Barrows*. The ch. may be visited from the next landing-place,

Sogndal ⁎ (215 kil.) With its ch.,

it stands on an old moraine, through which a river has forced a passage. Fine views obtainable from the lofty mtns. around, which are more or less easily ascended—*Storhaugen* (3857 ft.), *Skriken* (4093 ft.), and *Njuken* (3190 ft.) The ascent and descent of the latter occupies 6 hrs. Great havoc was inflicted here by the "Birch legs" in the 12th cent., when, tradition says, they burned 100 farmhouses. The present *gaards* are both large and numerous. The terraced valley of the Sogndal extends upwards, in a N.E. direction, to the *Sogndals vand*.

[EXCURSIONS.—1. A fine excursion may be made by the carriole-road that runs up to the S. end of the *Sogndals vand* (11 kil.), which is crossed in a boat (6 kil.) to *Selseng*, the highest farm in the valley. The scenery on the lake (1550 ft.) is very grand. There is a small *Sanatorium* in the *Gunvordal*, above the lake, which is dominated by noble mtns., of which the most remarkable, *Torstadknakken*, is 5018 ft., and can be ascended from *Torstad farm*, midway on the latter. At its upper end are the *Togga* (5030 ft.) and the *Fruhesten*, about 16 kil. from the fjord.

From Selseng the path leads (about 7 kil.) to *Toftahaugstölen* in the Langedal. After ascending the heights here, the track is to the rt., over snow, into the *Bergdal*, which runs down to the Fjærlandsfjord (5 kil. from Mundal).

The *Frudalsbræ*, one of the glacier outlets of the Jostedals ice-fjeld, will be seen on this excursion.

2. Opposite Sogndal, where the fjord narrows considerably, is *Loftesnæs* farm, from which a carriole-road skirts the E. side of the fjord to *Kjornæs*, and then follows the Eidfjord to Eidet, and over the hills to *Kaupanger* and *Amble* (about 7 kil.)

3. Another carriole-road through splendid scenery proceeds N. from Sogndal along a level track on the shore of the Sogndals fjord to *Naglören*, at its head. The road here passes under an arch of rock. From Naglören the road accompanies the torrent that flows from the *Hafslo* and *Veitestrand* lakes. Then the road ascends the Gilderakreia by a series of remarkable zigzags, with the *Helvedesfos* and *Futespranget* below on the l. To the l. of one of the bends under a rock grotto is *Olafs-Hilden* (Olaf's Well), where pious travellers usually deposit a coin. The views from the upper parts of this road are very fine, including the Hafslo lake, the cultivated district of *Hafslo*, the fjord, and the *Fresvik-fjeld*.

Beyond Hafslo is the *Veitestrands vand*, a long narrow lake (635 ft.) stretching N. to a distance of 17 kil. From its N. end is a mtn.-road to the head of the Fjærlands fjord. Those who desire to make this excursion may obtain accommodation at Hafslo, and must take a boat on the wild, rock-walled lake of Veitestrand.

The carriole-road above-mentioned has 2 branches, one (rt.) to *Solvorn* on the Lyster fjord (19 kil. from Sogndal); the other, to the l., and N., over a series of hills to *Hillestadt* (19 kil. from Sogndal), thence, 8 kil. (pay for 14), to *Marifjæren*, on the *Lyster fjord*.]

Leaving Sogndal, the str. returns down the fjord, and crosses the Sogne fjord S. (in 2 hrs.) to

Fresvik, or **Fröningen** (208 kil.), enclosed by high mtns. on the S. A small *glacier* seen in the inner part of the fjord. The str. now proceeds across the mouth of the *Aurlandsfjord*, and stops at

Fröningen (215 kil.), on the S. shore of the Sogne, under the great *Bleia* mtn. (5560 ft.), which is, however, only seen later from the water. Crossing the fjord again, the str. enters a small bay in which lies

Amble (221 kil.) Contiguous is **Kaupanger**, with a restored *Stav ch.* and pretty environs. It was a small town in the middle ages.

[The *Storhaug* mtn. may be easily ascended. It commands fine views of the Horunger mtns. on the N.E. A road leads over a hill to **Sogndalsfjæren**. (See above, "Sogndal.")]

From Amble the str. ascends the *Lærdalsfjord* to

LÆRDALSÖREN (Lærdal) ✱ (230 kil.) Pop. 800. The scenery of the fjord is not interesting, and the hamlet now reached is rendered sombre in aspect by the high mtns. that encompass it. No sun shines on it from Sept. to April. It is spread over a small plain, at the mouth of a river.

The inhabitants are of a quick and lively disposition, and display a spirit of independence for which their ancestors suffered severely in 1799.

[The Lærdalers refused to supply the Danish king with soldiers, having previously been exempt from conscription in consideration of their maintaining a posting-service over the Fillefjeld and keeping the road in repair. A detachment of 500 men was sent from Christiania, and the necessary number of conscripts was obtained, after the leaders had been removed under sentences of hard

labour, and one of them decapitated at Bergen. The Lærdal contingent was distinguished for its bravery in the wars of 1807–1814.]

As stated at the head of this Route, Lærdalsören is an important point for communication with the finest portions of the Sogne fjord, viz. its branches, and also as the terminus (and *vice versâ*) of the high road that runs to Christiania over the Fillefjeld. (Described in Rte. 8.) The tourist traffic is frequently congested at this point, and the use of the telegraph is recommended, especially in the case of large parties.

II. Subsidiary Routes in the Sogne Fjord.

[Under this head will be described fjords that are not usually entered by strs. on the main route or described on it — viz. the *Aardal*, *Lyster*, *Aurland*, and *Nærö fjords*. *Time-tables and advertisements must be consulted* at Bergen, Lærdalsören, and other principal points on the Sogne. The development of the tourist traffic is so rapid that it is impossible, at the present stage of it, to convey information in respect of the sailings and stopping places of strs. with an accuracy that would be available for more than one season.

Taking *Lærdalsören* as the starting-point, these routes will begin with the *Aardal*, the N.E. terminal branch of the Sogne, from which the other fjords not yet described will be visited on the way back to Bergen.]

1. The Aardals Fjord.

[This fjord is visited by strs. that ascend on the same tour the Lyster fjord, the trip to both fjords and back to Lærdalsören occupying about 12 hrs. Distance to *Aardalstangen* 30 kil. Fare 1.60 kr. A rowing-boat will take about 6 hrs.]

Steaming out of the Lærdalsfjord, *Vikedal* (Nadviken), in the Aardals fjord, is reached in 1 hr. On the N. shore will have been seen the *Bodlenakken* (3075 ft.) and the *Brændhovd*, the wooded *Ytre* and *Indre Offredal* lying between them. Next, the large, lateral *Seimsdal* opens out, and then a grand amphitheatre of mtns. around

Aardalstangen ✻ (Aardal), where the *Aardöla* falls into the fjord. The hamlet lies on an old beach, now considerably elevated. The snow-clad *Slettefjeld* (4440 ft.) rises opposite.

[Excursions.—(1) The *Aardalsvand* and *Vetti-fos* (see Rte. 11).

(2) From the Vetti-fos, *Skjolden* and *Fortun* on the *Lyster* fjord may be reached by sleeping at *Skjergedal sæter* (5 hrs.), crossing the *Hurungerne* chain to Bergen (7 hrs.), thence to *Skjolden* (2 hrs.)

(3) From the N. end of the *Aardals vand*, near *Moen*, a farm crowning the brow of a sandhill, is a rough path leading (in 10–12 hrs. from Aardal) down to *Nystuen*, on the Fille-fjeld (Rte. 8).

(4) The *Stölsnostind* (6690 ft.), among the *Horungerne*, between *Fleskedal* and *Morka-Koldedal*, can be ascended (in about 7 hrs.) either from *Vetlis-mork*, or the *Fleskedal sæter*. The top is very steep.

(5) *The old Aardal Copper-works* can be reached from *Farnæs* by sleeping at *Holsete* farm, whence a walk of 3 or 4 hrs. there and back.

(For details of these and other mtn. excursions from Aardal, consult Prof. Nielsen's *Reisehaandbog*.)]

2. The Lyster Fjord.

[Communication from Lærdalsören by strs. that enter also the Aardals fjord. Time there and back, for both fjords, about 12 hrs. Distance to *Skjolden*, 52 kil.: fare, 2.80 kr.; and from Bergen, 267 kil.: fare, 14.20 kr.]

After reaching the main fjord the str. crosses over into the magnificent *Lysterfjord*, which combines the grandeur due to the height of mtns. on both sides, and the beauty of fertile shores, with alluvial bays and strands, on which are rich and picturesque homesteads, surrounded by orchards. The water acquires a milky appearance from the numerous glacier streams that fall into the fjord, and is fresh on the surface, while salt below. The first stoppage in this fjord is at

Solvorn ✻ (Vollaker). The tourist who intends visiting the Jostedal may either land here and proceed by carriole-road to *Marifjæren*, or continue on board.

Opposite Solvorn is *Urnæs* and its *Stav ch.* (of the 11th cent.) with remarkable carvings. It is well worth seeing, being one of the most ancient in Norway. Near it are 2 large *barrows*. This is the scene of the story of Hagbard and Signe. *Signe's*

bower, and the rock where Hagbard rested, are still shown. Urnæs can be reached by boat from *Marifjæren* (see below) in 1½ hr. The pretty *Feigefos* is visible.

[There is a mtn.-road hence to *Suphelle sæter* and the Fjærlands fjord, *viâ Hillestad* and *Hafsto*. This is a fatiguing day's work, with a guide. (See "Balholm" on main Sogne route.)]

On the E. shore of the fjord is *Kroken* farm, anciently a mansion, and long held by the family of the late Gerhard *Munthe*, a celebrated historian. Close to it, but not seen from the water, is the pretty *Hundefos*.

After passing a large wood of elms, and many fine farms, the str. swings round the base of the *Mollen* (3665 ft.) into the *Gaupnefjord*, N. of which rises the snow-clad *Hesten*.

[The Mollen is best ascended (on horseback) from Solvorn, for it is much steeper on the *Marifjæren* side. The view from the summit is magnificent, commanding the Horunger peaks and the snow-fjelds of the Jostedal, with the fjord almost perpendicularly below. A day should be allowed for ascent and return.]

The next stopping-place is **Marifjæren** ✱ (1 hr. from Solvorn), pleasantly situated on the *Gaupnefjord*, and the nearest stat. for visiting the magnificent Jostedal glaciers (in 1½ to 2 days). At the upper end of the Gaupnefjord is **Ronne** ✱ (Rönneid), 3 kil. beyond this stat. It can also be reached by boat in ½ an hr.

Before exploring the glaciers a walk should be taken to the old *Joranger ch.*, on a hill N.W., whence a fine view of the fjord and the *Feigefos* mentioned above. From *Hundshammer* farm (S.), part of the *Jostedals-brœ* is visible to the N.

[EXCURSIONS AND JOURNEYS.

The *Jostedals-brœ* has a length of about 96 kil., an area of 502 sq. m., and carries a larger amount of perpetual snow than any other glacier either in Norway or in any other part of Europe. The highest snow is found at an altitude of 6850 ft., while its lowest limit is mostly 3940 to 4590 ft. Extensive snow-fields also surround the Jostedal, at an elevation of 5575 ft., and, taken together, their area must be as great as that of the Jostedal itself, which sends out 24 glaciers of the first rank, in the Sogne, the Nordfjord, and the Söndfjord.

To the artist, the Jostedal region affords numerous subjects of the grandest description of Alpine scenery. The dwellings are few and of the poorest character.

(1) The **Jostedal**. A new road now runs from **Marifjæren** to **Ronnei** (**Gaupne** ch. to l.), where the **Jostedal**, watered by a river of the same name, begins. It follows chiefly the bank of the stream, partly through woods. At **Leirmo**, the *Letra*, produced by the great *Tunsbergdals-brœ* (14 kil. long), is passed, after which a flat bit of road to

Alamo (14 kil.) The valley contracts, the road still running along the river, which is left somewhat after passing a farm to the l. The stage ends at

Sperle (13 kil., pay for 16). Good quarters. A wooded height is now ascended, the spurs of the *Vangsen* (5710 ft.) and then a descent made to *Jostedal ch.* and *manse*. Hence again an ascent past a pretty waterfall (l.), and then down to the river, the bank of which is thus more or less kept. The *Myrhorn peak*, with a beautiful *fos* on its N. side, is visible.

At **Fagerdal** a bridge spans the stream that rises from the *Krondal glaciers*. Travellers wishing to see the 3 Krondal glaciers (or *Bersetbrœr*) must climb up the heights to the l. From *Kronen* farm, in this valley, the glaciers can be crossed in 12 hrs. to *Loen* (Nordfjord).

This passage was first effected by Norwegian soldiers in 1815, and was not attempted again until 1880, when Mr. Trotter, an Alpine climber, repeated the feat successfully.

Some way beyond, the *Nigarsdal* opens to the l. In it the *Nigars-brœ* exhibits its entire length. Its course, formerly computed at 6½ kil., has considerably lengthened during the present cent. Its breadth has been estimated at about 1000 yds.

Hence, without going round the *Nigar* or the *Mjelvær*, the Jostedal river is crossed to its l. bank by a bridge, the glacier being kept in sight. Ascending a steep road, the valley will be seen to open out, the *Fœgerdal*, with a pretty waterfall, being viewed to the rt. The end of the stage is at

Faaberg (*Nedre Faaberg*) (19 kil.; 2½ hrs. from Jostedal ch.), where quarters, and a guide for further journeys, are obtainable.

(2) **Skiaker** (between Gudbrandsdal and the Geiranger fjord) can be reached in 16 hrs. from *Faaberg* (see above), where a mtn.-way leads to **Olesæter** in *Stordalen* (11 kil.) Thence a tolerably good path runs to **Handspikje** (15 kil.), down to **Myrebyt sæter** (10 kil.), and to a carriageable road (17 kil. distant) by which **Mörk** in *Braaten* (8 kil.) is reached. The *Björnesteg* glacier is passed on this journey, and the *Lodals-brœ*, one of the largest in Scandinavia, seen in the *Stordal*.

(3) Other great glaciers between the Jostedal and the *Nord* and *Sönd fjords*, more accessible from the latter, will be mentioned in a subsequent route.

(4) A favourite and pleasant trip is from

Marifjæren to **Sogndal** (or *vice versâ*), picking up the str. at either end. The drive across occupies 5 hrs., horses being changed halfway at Hillestad, where there is good *trout-fishing*.]

From **Marifjæren** the str. crosses the mouth of the *Gaupnefjord* to **Næs ch.** On the opposite side of the fjord is the *Feigefos* already mentioned. After rounding Fagernæs, and passing farms with large orchards, a stoppage is made at

Dösen (8 kil. from Marifjæren), from which also is a good road (12 kil.) The *Ch.* here (*Dale*), although a poor-looking edifice, is the parish ch. of the Lyster fjord. Its W. door is interesting.

[A narrow valley, shut in by a steep wall of rock, runs inland from Dösen. A track through it leads over the *Storhaug* (2600 ft.) and to the *Jostedal*, at *Myklemyr* farm, near *Sperle* (posting-stat.; see above); distant about 28 kil. from Dösen.]

Passing on the rt. *Skurvenosi* and the small *Mordalsfos*, the str. reaches the N. end of the fjord (7 kil. from Dösen) at

Skjolden, at the mouth of the *Fortun* river. The posting-stat. is close to the pier (at *Eide*), where good *quarters* are provided by *T. Suhleim*, an excellent *guide*, being in fact one of the best mountaineers in Norway. He made with Mr. Slingsby the first ascent of the *Skagestölstind* and other great peaks of the Jotun mtns. Below the stat. there is excellent *sea-trout fishing* (in river and lake), the fish running up to 15 lbs.

[The narrow *Mörkereidal* ascends to the l., sheltering many farms. A mtn.-path leads up to the *Sktaker* mtns. in Gudbrandsdalen and to the western part of the valleys of the *Otta*.

The *Fortundal* is very grand. A road (8 kil.) runs to *Fortun ch.* and, beyond, to *Fortun*. A track hence to the *Fortungalder*. Near *Turtegrö* (*sleeping accommodation*), reached by road from Fortun (10 kil.), magnificent views are obtainable from several heights, and the great *Skagestölstind* peak (7721 ft.) may be easily ascended thence. The grandest view of the *Horungerne* is from the *Dyrhaugstind* (6352 ft.), which lies in the centre of that mtn.-group. It can be climbed from Fortun. Ascent difficult, but not dangerous (Rte. 11).

Berdals sæter (with a tourist hut), between Fortun and Aardal (see (1) the "Aardalsfjord"), is also a good centre for an exploration of the Horungerne.

From *Eide* (*Skjolden*) it is a day's walk over the *Keiser pass* to *Skogadalsböen*, a tourist hut in *Utladalen*, Western Jotunheim (see Rte. 11).

Röiseim in *Lom* (Gudbrandsdalen), a distance of 66 kil., can be reached from Fortun in 2 days (horse 20 kr.), sleeping at *Bæverthun sæter*, at the W. end of the lake of the same name. Plain and limited accommodation (see Rte. 11).]

From *Skjolden* the str. takes either a direct course back to Lærdalsören, or first ascends the Aardalsfjord, already described.

3. The Aurlandsfjord and Næröfjord.

[From Lærdalsören (and *vice versâ*) almost daily communication by str. with *Gudvangen* in the Næröfjord, in 4 hrs.; fare, 3 kr. Bergen to Gudvangen, 237 kil.; fare, 12.80 kr.]

As far as **Frönningen**, the course of the str. from Lærdalsören is the same as that of the main route (which consult). A little beyond, it turns into the *Aurlandsfjord*, broad and monotonous at its mouth. The mtns. soon, however, begin to rise to a great height on either hand, with sides so precipitous as to admit of no human habitation. Below *Breisnæs* the fjord bifurcates and forms on the W. the *Nærö* (*Næreims*) fjord. Bordered by stupendous, partly perpendicular cliffs that rise to 3300–5600 ft., it is the grandest branch of the Sogne, if not the finest of all Norwegian fjords. The *Steganosi*, on the E. side (which separate the 2 arms, and are the highest and steepest), rise to 5660 ft. The colossal dimensions of the physical features of this fjord impress the traveller as much as they baffle adequate description within the limits of a handbook. The waterfalls, seen here and there, are dwarfed into insignificance by the mtns. they descend. At the upper part of the fjord is *Dyrdal* (rt.), at

the mouth of which a high mtn.-top comes in sight, with a small hole, through which daylight appears for a couple of minutes when viewed from the deck of the str. Passing what remains (after a landslip) of *Styve* farm, *Bakke ch.* will be reached on the rt. With a magnificent view of the mtns. in front, the traveller is soon landed at

Gudvangen. ✻ (For communications overland, consult Rte. 25 in a reverse direction.) Even if not proceeding to Vossevangen, Bergen, or the Hardanger, travellers must not fail to drive to **Stalheim** (12 kil.) and back.

In order to reach *Aurlandsvangen* in the upper part of Aurlandsfjord, the str. descends (in 1½ hr.) the Nærøfjord, and, rounding the *Beiteln* promontory, enters the twin fjord. On the E. side will be seen farms perched on places apparently inaccessible, while on the W. shore is *Stegadn* farm, from which it is extremely difficult to carry the bodies of the dead. While somewhat broader at its head, the Aurland has many of the grand features of the Nærøfjord. Crossing the mouth of the pretty *Underdal*, the str. soon stops at

Aurlandsvangen (*good quarters*), at the mouth of the *Aurland river*, which runs down from the Hallingdal mtns. *Sea-trout fishing* good.

[There is a mtn.-track hence to *Hol* in *Hallingdal* (about 2½ days' tramp). It commends itself to the admirers of grand mtn. scenery. A shorter, but also interesting, tour is from *Aurland ch.* to *Tonjum ch.* in the Lærdal (1½ day), passing under the *Hodnenipa* to *Hodnedal sæter*. A fine view of the *Horunge* peaks is obtained on this excursion.

Ulvik in the Hardanger fjord can be reached hence in 2 days (sleeping at a *sæter*), although in 1882 Prof. Nielsen crossed over in less than 1 day. It is hard work, but highly interesting. A boat is first taken to *Fretteim* at the mouth of the *Flaamsdal*, the *Ch.* of that name being reached thence in about 1 hr., and in about 3 hrs. *Melhus*, in a very narrow valley, with little sunshine towards the end of Aug. (Here a *guide* to *Ose* or *Ulvik* can be engaged.) The next place, in ½ hr., is *Kaardal* (a large waterfall), whence *Ose* (in the Hardanger) can be reached in hrs., and, from *Ose*, a boat will take the traveller in 1½ hr. to *Ulvik*. The telegraph-poles are generally followed. In 2½ hrs. more the pedestrian reaches *Gravehalsen*, where there is a small hut (for the telegraph servants) and a lake, generally covered with ice. Passing 2 stone heaps that mark the track, a walk of another hour ends at **Opsetstölene**, whence Vossevangen is accessible by a track about 45 kil. in length. If the pedestrian proceeds direct to Ulvik, his stages will be: *Slondalsætre* (about 2 hrs.); *Pashöiden* (4000 ft.); *Solstvand* (2½ hrs.); and thence in 1½ hr. to ULVIK.]

ROUTE 27.

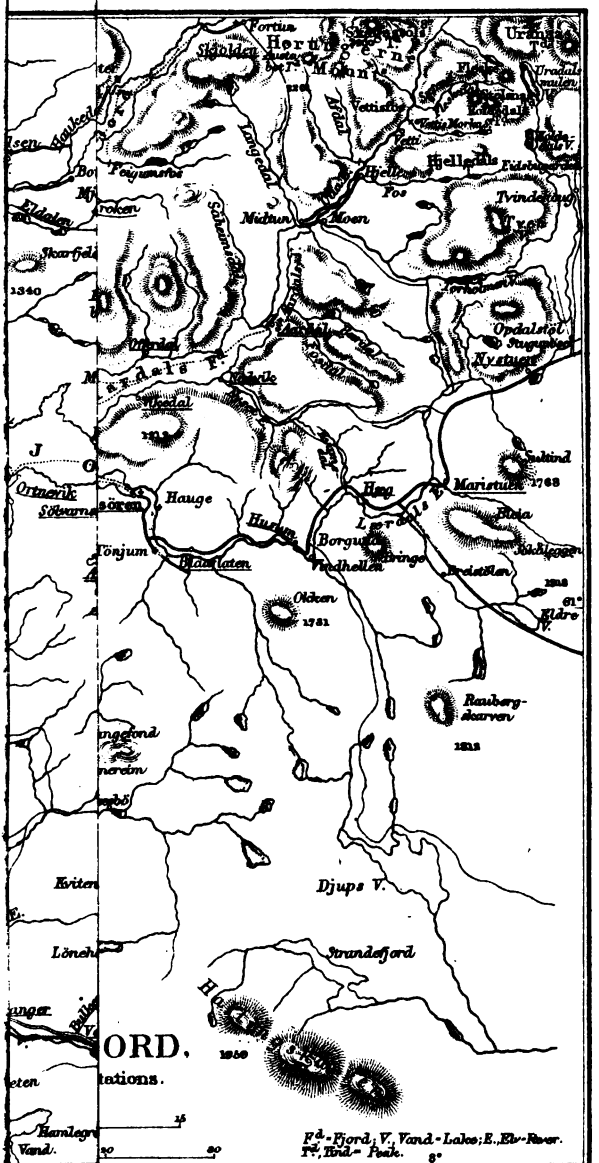
VADHEIM (SOGNEFJORD) TO THE SÖNDFJORD AND TO VAERLO (UTVIK) IN THE NORDFJORD.

(By road.)

[This is one of the most interesting inland trips in Norway, leading to *Molde*, and affording many opportunities of viewing glaciers and the most beautiful scenery.

For means of reaching the Sognefjord, consult the 2 previous Routes. Strs. from Bergen stop at Vadheim several times weekly. Time, 8½ to 10 hrs.; fare, 7.60 kr. Although some of the posting-stats. are not "fast," yet there is seldom difficulty in procuring horses. It is advisable to secure one of Bennett's conveyances at a small extra charge.]

Vadheim. ✻ (See previous Route.) The posting-road runs along the l. bank of the river; the first part of it being subjected to the rolling down of stones, has therefore to be passed quickly. It improves as the valley widens, and after crossing to the rt. bank returns to the l., passing 2 small lakes. From N. the road now turns westward through a pine-wood, and reaches a small height from which *Holmedal ch.* is seen in a lateral valley, in which the *Gaula* is crossed. The stage ends at *Sanda*


Hertugdømmern
Fortun
Skjolden
Mjösen
Urnes
Tr.
Urdal
Flora
Hellesdale
Fos
Tvindefjord
Vre
Mjelve
Mjelvevand
Mjelvedalen
Opdalsfjeld
Nystuen
Saltind
1768
Marstuen
Elvia
Jökelgaar
Bredtelen
Olden
1781
Raubergskarven
1213
Djups V.
Strandefjord
Hornelen
1860
Stadt
Hamlegrø
Vand.
Fd.-Fjord, V. Vand.-Lake; E. Elv-River.
Fd, Bnd.= Peak.
F.S. Weller.

(15 kil.) Excellent quarters. Good *lake trout-fishing* free of charge.

[A road runs hence to *Osen* and *Sveen* (14 kil.) Another leads E. to the *Viksvand* (7 kil.) and the *Sværeskas.*]

A hilly drive, in beautiful scenery, now ends in a steep ascent to

Langeland (11 kil., pay for 14). Poor quarters. Thence by very steep road, through grand scenery, over a watershed (1150 ft.) to

Hafstad i Förde (11 kil., pay for 14 southwards). First-rate quarters at the head of the *Förde fjord* (SÖNDFJORD), where a fine stream, affording excellent *fishing*, debouches. (Str. hence to Bergen.)

From **Hafstad** the new road turns E. up a beautiful valley, along the river, without crossing it. Steep in this direction, it runs past pretty white homesteads that have a well-to-do appearance. After about 6 kil. the *Movand* is skirted, and then crossed at its narrowest part. At its N.E. end is *Mo farm*, near which is the small but perpendicular *Huldrefos*. Beyond, the drive is through a forest to the S.W. end of the large mtn.-girt *Jölstervand*, on the shore of which is

Nedre Vassenden i Jölster ✻ (19 kil.) Small strs. run several times a day to

Skei ✻ (*Övre Vassenden*), at the N.E. end of the lake, in 2 hrs. Close to the inn is a very good *trout stream.*

[A track runs from the vicinity of *Mo farm* to the *Haukeland vand*, from which are several interesting pedestrian tours.]

From **Nedre Vassenden** a good road runs along the Jölster lake, past *Jölster* and *Helgeim chs.* To the l. of the latter is seen the great *Lundebræ*, an offshoot of the Jöstedalsbræ, which can be crossed hence. The most interesting part of the road begins before reaching the stat. of

Aardal (15 kil.) *Good quarters.*

[A mtn.-path runs hence (from the other side of Jölster lake) to *Haukedalen.* Tolerable quarters at *Reinaa* farm on the N. shore of the *Haukedalsvand.* There is a zigzag carriole road from the lower end of the lake to *Sanda* (20 kil.), round *Viksvand* lake. It is shorter to cross the latter (15 kil.), and the distance is only 6 kil. from the S. end of the *Viksvand* to Sanda, along a river with many pretty falls.]

From *Aardal* the road runs to **Övre Vassenden** ✻ or *Skei*, the old stat. at the N.E. end of the Jölstervand, to which the strs. run (see above). A low watershed is next passed, and a small lake, which discharges its waters into the *Skredevand* (N.) Road more hilly. To the rt. will be seen opening out the *Stardal.*

[At about 10 kil. from Aardal, a carriole road (14 kil.) runs up the *Stardal* to *Olden*, at the head of the *Nordfjord*, past *Aamot*, whence in 4½ hrs. on foot a height is reached from which a splendid view of the mtns. is obtained. The tracks divide here, the one to the rt. being the most easily descended, but not so favourable for views as the other, which crosses the river. A guide is absolutely necessary for the descent to *Möklebost*, whence 3 kil. to *Rustöen*, at the upper end of the *Olden vand.*

The old posting-road, on which the scenery is fine, runs off to the l., along the river that flows out of the *Skredevand*, past *Förde* (16 kil.), and *Re* (12 kil.) A road is in construction from *Re* to *Vassenden* (6 kil.), and to *Sandene* (6 kil.) on the *Gloppefjord.*]

The *new* posting-road turns off at

Klageg stat. (13 kil.) into the *Vaatedal*, passing *Strand.* Scenery grand. The beautiful *Eggenibba* fjeld right in front. The stage ends at

Egge ✻ (9 kil.) The river is now crossed, and *Moldestad* (whence there is a beautiful road of 5 kil. to *Re*) passed. The road ascends to the ridge between *Breum* and *Utviken*, opening fine views of the *Eggenibba* and the *Vaatedal.* On reaching an altitude of 2230 ft. the road runs over a bare and wild fjeld. Soon will be seen below the fjord, surrounded by mtns. of grand aspect, although not many exceed 2300 ft.

The descent is at first steep, but a new road is soon reached which, with many windings, and offering charming views of the beautiful fjord, brings the traveller with more ease to

VÆRLO in **Utviken** (26 kil.), beautifully situated on the S. shore of the *Indvikfjord*, a prolongation of the *Nordfjord* and the *Utfjord*.

[For communication with Bergen by str. see Rte. 29. The next Route describes the section of the journey to Molde.]

ROUTE 28.

FALEIDE TO HELLESYLT.

(By road.)

[For communication by str. with Bergen, see next Route and foregoing Route for road between the Sogne and Nord fjords.

If no str. be available, a boat takes the traveller across the *Indvikfjord* to *Faleide* in 1½–2 hrs. Charge for a boat with 2 rowers 2.26 kr., 3 rowers 3.41 kr., 4 rowers 4.51 kr., and a gratuity of 30 ö. to each boatman.]

Faleide * (FALEIDET), 11 kil. from Værlo, and on the opposite (N.) shore of the *Indvikfjord*. This is deservedly a much-frequented place, for its position is very beautiful, and it offers facilities for excursions to neighbouring branches of the *Jostedals-bræ*. To the E. a splendid mtn. perspective.

[EXCURSIONS.—(1) The *Skarstenfjeld* (5473 ft.) can be ascended hence by way of *Algjel* in about 8 hrs.

(2) The *Aareimsfjeld*, in *Stryn*, viâ *Rake*, in 7 hrs.

(3) The *Glittereggen*, on the *Horningsdal vand*—(*a*) by driving to *Kjös* (12 kil.) and rowing to *Holmo* (6 kil.); and (*b*) by way of *Rödberg*, *Blaksæter*, and *Bæversæternakken*; and

(4) The *Stryn* (*Opstryn*), *Loen*, and *Olden* lakes are, severally 1 day's excursion. If the weather should be unfavourable for returning across the fjord, good hotels will be found at *Visnæs*, *Loen*, and *Olden*. A small str. runs occasionally between *Faleide*, *Visnæs*, *Loen*, *Olden*, and *Værlo* (*Utvik*).

(5) The STRYNSVAND to GRJOTLI. This is one of the finest mtn.-tours in Norway. It has hitherto taken about 10 hrs. (on foot, by water, and by horse); but a good road all the way will soon be ready, when a new and fuller description of the tour will be necessary.

The *Strynsvand* (*Opstryn*) is a splendid lake, 16 kil. long, on which a str. plies to *Hjelle*, at its S.E. end, whence a road, partly constructed, runs N.E. in the direction of **Grjotli**, on the posting-road between *Gudbrandsdal* and the *Geiranger fjord*, described in Rtes. 12 and 31.

At **Hjelle**, where the grand snow-clad mtns. of the *Greidungsdal* will be seen, a carriole can be engaged (1.25 kr.) for the drive to **Skaare** (9 kil.), through the splendid Hjelledal, from the rt. of which branches off the *Sundal* valley. Hence, the deep ravine of the *Skjæringdals-elv* will be crossed and the foot of the *Aaspelifjeld* ascended by curves, in magnificent scenery. The stage (about 12 kil.) ends at *Via Sæter*. The road then runs along the *Videdal* river, which rushes down, partly in fine falls, to the Strynsvand, which, on looking back, is seen from here in all its grandeur. The river is crossed twice again before reaching a lake, on the *Tystig* heights above which snow often lies in Aug. After passing another lake a narrow valley is descended to a level part of the road, with 2 small lakes to the rt. The *Vasvendal* is now entered, *Raueggen* peak being on the rt. and *Vasvendaleggen* on the l. To the rt. opens out the *Maaraadal* with *glaciers* in the background. The *Heilstuguvand* is next skirted for a considerable distance, the *Skridulaup* towering over it. Descending the l. bank of the Maaraa elv and crossing a bridge over the *Otta*, the road (already made to this point) leads (3 kil.) to *Grjotli*.]

The road now to be travelled runs S., steeply at first, through a pine-forest (with a view of the fjord) towards a *fjeld*, of which the highest point is 840 ft., and then descends towards, and crosses, a river. To the l. a bad road branches off to Öiene farm, from which *Visnæs* can be reached in about 3½ hrs. The main road soon descends to *Kjösbunden*, a small branch of the *Hornindals vand*, and continues along it to

Kjös (12 kil., pay for 17). A boat can be taken here to the next stat. The scenery on the road continues to be very wild, and of great beauty and grandeur, during this and the 4 subsequent stages, the first of which is

Grodaas ✻ (6 kil., pay for 8). Beautiful view of the mtn.-girt *Hornindal* lake, which is 26 kil. long, 1590 ft. deep, and 22 Eng. sq. m. in area.

[A small str. runs on it to *Nor* (in 3½ hrs.; fare, 1.50 kr.), whence there is a road (9 kil.) to *Nordfjordeidet*. There are mtn.-paths from Grodaas to

1. *Stryn*, viâ *Gröthauglien*, the *Smaaskar*, and the *Togning sæter* (3 hrs.)
2. *Söndmöre*, viâ *Kvíven* (about 5 hrs.)
3. *Björke*, on the *Hjörendfjord*, over the *Fussenut* (6½ hrs.), a trip of great beauty and grandeur, affording easy ascents of many peaks.]

The road hence keeps close to the *Hornindal* river, passing the *Ch.* and *Manse* of that name. Crossing the river and ascending steadily, partly through woods, its next stage is at

Indre Haugen (11 kil., pay for 9 kil. in reverse direction). The stat. lies under the shadow of **Hornindalsrokken** (5300 ft.), crowning one of the finest precipices in Norway, but better seen on the next stage. It was ascended in 1866, with a guide, by Mr. J. R. Campbell, in 10 hrs. there and back.

[*Stryn* can be reached hence by a mtn.-path in about 4 hrs.]

Hence, the aspect of the country becomes wilder: the precipice above mentioned is seen to the l. at the head of a valley, the river from which is crossed. Beyond, the *Rörhusnibba*, another remarkable mtn., is sighted to the rt. Crossing the boundary of the prefect. of Romsdalen and entering the *Söndmöre* district, the steep ascent ends at

Kjelstadli (6 kil.) The *Horningsdalsrok* can be ascended hence in 6 hrs. up and down. The road now runs down the l. bank of a tributary of the *Sunne elv*, *Rörhusdalen* being kept to the rt., while the wild *Kjelstaddal* will be on the l. after crossing the stream. **Tronstad**, formerly a posting-stat., and a small river, will be passed before the rt. bank of the main stream is again attained. The traveller is now in the *Langedal*, and ascends a hill from which the *Nibbedal* is seen to the l. and later entered. From this point a cross-road leads to Aalesund, *viâ* the *Norangsdal* and *Öie* and *Sæbö*, through a picturesque part of the country; the mtn. scenery repaying the trouble of its exploration.

The road, running once more along the l. bank of the river, sinks gradually from **Langeland** farm, beyond which is the *Sveabro*. The fjord opens out more and more, and to the l. is the river that issues from the *Moldskreddal*. After passing a narrow ravine, the road descends in many long windings and over a fine *Waterfall* by which the river discharges itself into the Geiranger fjord. Winding at last past a *Ch.*, it terminates at

HELLESYLT ✻ (13 kil.), situated in the neighbourhood of magnificent scenery, at the head of the *Sunelvsfjord*, an arm of the *Storfjord*, which is one of the grandest in Norway. This is a pleasant place to stop at for 2 or 3 days, or longer, as it is surrounded on all sides by singularly wild scenery, affording abundant ground for the mountaineer.

Beyond the hamlet is a wild valley, and immediately in front is the fjord, with the *Ljöffeld* to the rt. and the entrance to the *Geiranger* fjord to the l.

[There is almost daily str. communication with *Aalesund* and *Molde* (see next Route), and also with *Maraak* (*Merok*) in the Geiranger fjord (see below).]

[Excursions.—Amongst the finest are:

1. To **Maraak**.* When the Aalesund str. is not available for this trip of 21 kil. (time 1½ hr.; fare 1.10 kr.), and if travellers do not get the small str. which may be hired for the purpose, a boat should be engaged. The charge is 12 kr. there and back with 3 rowers, who will take about 3½ hrs. to reach Maraak. The grand scenery of the Geiranger is better viewed from a boat than from the str. (For description of the fjord, see Rte. 31.)

2. *Drive* (24 kil.) or **walk** (6 hrs.) to Öie in the *Norangsfjord*. Ascending by a poor road the *Nibbedal*, *Fivelstadhaugen** (or Nibbedals-

haugen) (10 kil.) is reached on an old moraine. Beyond, to the l., is a small glacier on the top of *Kviteggen* (5625 ft.) Crossing the watershed (1215 ft.), the road runs down into the *Norangsdal*, by the side, first, of 2 small lakes. Sæters will be seen built between rocks for protection against the stones that frequently roll down the valley sides, sometimes killing cows and sheep. The glen contracts more and more, and its character becomes gloomily wild. Masses of snow that never thaw lie in it, the sun being unable to reach them. Following the river, and meeting with a waterfall to the rt., the traveller comes to a broader and less wild part of the valley. The mtns. increase in height (*Struven* rising to 5380 ft.) Farms reappear, and, crossing a bridge and an old moraine, the traveller reaches

Öie,* grandly situated on the Norangsfjord. The *Standalshorn* stands out prominently among the mtns.

From *Öie* travellers can reach *Örstenviken* on the Örsten fjord and *Volden* on the fjord of that name. A boat is taken to the *Hjörendfjord*, across to *Hjörendfjord ch.* at *Sæböviken*, in a small bay on the W. side of the fjord, where the boat will be left at *Rise* (10 kil. from Öie). Good quarters in the house of the Lensmand. Here opens to the W. the broad and pretty *Bondal*, up which is an easy day's walk to *Volden* or Örsten. The *Kolaastind* will be seen on the way, before reaching a height surrounded by bogs. To the l. is a tarn, to the rt. a valley, leading to Örstenviken. To the rt. a road runs a short distance up the Björdal. Splendid view of peaks. This point can be reached on foot from *Rise* in 2½ hrs. The road sinks again until it approaches *Vatne* (20 kil., when driving pay for 25 kil.) Hence the road runs along the E. side of the *Vatnevand*, at the N.E. end of which it bifurcates, the one on the l. being new. *Örstenviken* is 10 kil. hence, over the *Klövdalseid*. The *Kolaastind* and other peaks stand out prominently on this branch road, which is prettier than the one through the Bondal. The end of the journey is reached at *Rosset i Volden*,* (13 kil.; about 9 hrs. walk from Rise. The distance from Rosset to Örstensviken by road is 11 kil.)

3. The *Döne fos* and *Frölise fos*, on the road to the Strynsvand, can be visited, there and back, in 3 hrs., by driving. The former of these has a sheer fall of 150 ft. By crossing a bridge the best view of it is obtained.

4. *Kvitteggen* mtn. (mentioned under 2) can be ascended from Hellesylt in 7 hrs., there and back.

5. A row to the *Lysurdals elv* (5 hrs. there and back) gives a full view of the magnificent *Geiranger* fjord, up to **Marsak** (see 1).]

ROUTE 29.

BERGEN TO THE SÖNDFJORD AND NORDFJORD.

(By str.)

[Consult time-tables for strs. from Bergen, and local str. from Florö and Sætrenses.

From Bergen: To *Förde* (*Söndfjord*) 186 kil.; 22 hrs.; fare, 10 kr. To *Bryggen* (*Nordfjord*) 208 kil.; 24 hrs.; 11.20 kr. To *Faleide* (*Nordfjord*) 275 kil.; 34 hrs.; 14.80 kr. To *Oldören* (*Olden*) 289 kil.; 35 hrs.; 15.60 kr.

The principal general stopping-places are mentioned in this Route, but other points are frequently touched at.]

Steering from Bergen the same course as when bound for the Sognefjord (Rte. 26), with variations as to stopping-places, the strs. on this Route touch at

Skjærjehavn (67 kil.) The mouth of the Sognefjord is next crossed, and a stoppage made at

Indre Steinsund, close to which is *Sulen* ch. Returning along the N. coast of the *Sognesjö*, a stat. is reached at

Naara, at the southernmost point of *Ytre Sulen*.

From this point the steamship routes for the Söndfjord and the Nordfjord must be given separately.

A. The SÖNDFJORD.—Strs. on the *Söndfjord* line proceed S. of Sulen to **Kraakhellesund**, between Indre Sulen and Losnesöen, while those bound for the *Nordfjord* steer from Naara and Indre Steinsund, between islands, up to the *Laagöfjord* (where the sea can be rough), and to **Buskön**, on the S. side of the *Sulen* islands. Some of

the strs. stop at **Sörbövaag** or *Værö*. In the vicinity will be seen *Alden* island, with mtns. (*Norske Hesten*, or "Horse") 1555 ft. high, rising perpendicularly out of the water. Generally the strs. steer from Buskön out into the open *Bufjord* (Aspöfjord) to

Præstöen (119 kil.), in the *Sauesund*, between the mainland and *Atlöen*, where *Askevold* ch. will be seen.

Strs. proceeding only to the *Söndfjord* ascend the *Dalsfjord* to

Strömnæs, whence the *Flekkefjord* runs up to the long *Guddal*. (*Trout-fishing* in its many lakes.) Their next stopping-place is

Dale, on the S. side of the fjord, along which are mtns. up to about 4000 ft. The isolated *Dalshest* peak (2330 ft.), right opposite, will attract the attention of the traveller, as will also the *Kringlen* peak (about 100 ft. more). Higher up will be seen the *Laukelandshest*, with a waterfall of the same name (about 300 ft. high), and the *Kvamhest* (4395 ft.) Hence the course is to

Sveen (148 kil.) Here the str. stops, and travellers can disembark and drive *viâ* Langeland to *Förde* and there join Rte. 27. **Osen** and the beautiful *Osfos* are only 1 kil. distant from Sveen, from which a road runs also to **Sanda** and the *Viksvand* (see Rte. 27).

Returning to **Præstöen** and the Sauesund, the str. makes a stoppage at Ynnestad, after which her course is directed to an island with the small port of

FLORÖ * (156 kil.) (700 inhabitants). After proceeding thence to **Svanö**, the str. turns into the *Förde*, a fjord parallel with the Dalsfjord, but wilder in character. The stats. in it are: **Svartevikholm**, **Tingnæs**, **Ervik**, and **Naustdal**, whence the *Hyenfjord* (40 kil.) can be reached. Ascending to the head of the fjord, the str. stops at

Förde * (185½ kil.) (See Rte. 27.)

B. The NORDFJORD.—On this voyage, when made specially to the Nordfjord, the strs. generally proceed from Præstöen to Florö, without stopping at the places mentioned under A. From Florö their course is inside large and high islands and across the open *Fröi fjord* to

Kalvaag, on the S. side of *Bremangerlandet* island. The coast becomes wild and grand, and the mtns. increase in height. Islands and rocks, forming a natural breakwater, enable the traveller to admire it without any nautical discomfort. Occasionally a glimpse is caught of the *Gjegnalundsbræ*, a large glacier that will be noticed farther on. Among the outlying islands, that of *Kinn*, with its old *Ch.* under the mtn.-side (pierced by holes mentioned in the Sunnival legend), is the most remarkable. On its northward course the str. doubles the steep sides of *Hornelen* (3000 ft.) and, entering the *Skatestrøm*, reaches, after passing several islands,

Sætrenæs (200 kil.), which is a little out of the main course and is situated on *Vaagsö* (2300 ft.) *Moldöen* lies between this stat. and the mainland. Hence the course of the str. is retraced for a short distance and, becoming easterly, leads to *Rugsund*, on an island at the mouth of the great estuary commonly called the *Nordfjord*, on the N. side of which a stoppage is made at

Bryggen (208 kil.), whence a road (20 kil.) runs over the *Maurstadeid* (2300 ft.) to **Aaheim**, on the *Vannelvsfjord* in Söndmöre.

[An interesting excursion can be made across the mtns. between *Moldöen* and *Bryggen*.]

The fjord is next crossed to

Daviken. Rounding the small *Svartekari* mtn., the str. proceeds to

Dombesten, on the S. shore, and thence over to

Staareim, in a pleasant-looking and well-cultivated neighbourhood. Following the coast, the str. next stops at

Naustdal, on a branch of the fjord that runs up to Nordfjordeidet, where

a road from Volden over *Björkedalseidet* comes down and runs on to

Nordfjordeidet. There are 2 ancient upright stones at Staareim. The head and central point of the Nordfjord (here locally called the *Eidsfjord*) is reached at

Nordfjordeidet ✻ (237 kil. from Bergen). A road runs hence to the *Hornindals* lake (see Rte. 28), the river issuing from which falls here into the fjord. Returning from this stat. the str. proceeds round *Havnnæs*, and, passing the mouth of the *Aalfoten fjord*, stops at

Alsvik, where a beautiful view is obtained. To the S. is the wild and grand *Skeishest*, part of the great *Gjegnalund* fjeld, which carries on its summit (5660 ft.) the huge

Gjegnalundsbræ, a glacier that has so far been little explored. From it rushes down to the fjord, in perpendicular leaps, the *Öksendals-elv*. On a summer night the scenery is quite weird: many waterfalls, although not rich in volume, give a special interest to it. The str. next stops at

Hestenæssören, where the wild and narrow *Hyenfjord* runs in to the S. between mtns. which rise, in some places almost perpendicularly, to 4430 ft. The *Skjærdal*, a wild glen, can be visited from this stat. Rounding *Kvitenæs*, the interesting *Gloppefjord* is next entered. Among the mtns. that border it on the W., to a height in some cases of 4835 ft., are the *Skeishest*, the *Rysvasshorn*, and the *Eikenehest*. At its head is

Sandene (260 kil.), whence a road runs to *Breum* (*Breaheim*) and *Re* (see Rte. 27), in connection with a road to the next stat.,

Rysfjæren. Hence the mtns. become lower (a maximum of 3600 ft.), and the scenery and its colouring more pleasant. Coasting along the wooded N. side of the fjord, past farms perched on considerable heights, the str. crosses to

Utviken ✻ (*Værlo*) (267 kil.) (see Rte. 27). Thence it proceeds to

Indviken, where a valley leads up to the *Ceciliekrone* (5820 ft.) The shores of the fjord are here exceedingly pretty, the hanging birches, especially numerous, adding greatly to the beauty of the scenery. The str. next crosses to

Faleide ✻ (275 kil.) (see Rte. 28), and then, rounding the *Hestöra*, to

Visnæs i Stryn ✻ (280 kil.) (see Rte. 28 for *Excursions* and *Communications*). The *Kirkenibba* can be ascended hence (7 hrs.), and the Gudbrandsdal and the Jostedal reached over the mtns. *Olden* and *Loen* are sometimes touched at before proceeding to Visnæs. Steering up the fjord, which is decked with the hanging birch, the str. stops at

Oldören (289 kil.), and then *Loören*. At the head of the fjord are the 3 interesting glacier-valleys of *Stryn*, *Loen*, and *Olden*, ✻ all within reach of the uppermost stat. (see Rte. 27). The enterprising explorer is recommended to consult Prof. Nielsen's *Reisehaandbog* for details.

ROUTE 30.

BERGEN TO MOLDE, *vid* AALESUND.

(By str.)

[This is a section of the great coasting-route between Bergen and Trondhjem, and the communications on it are almost daily from Bergen by large mail strs. or smaller vessels, of which some are for local service. The distances are: To *Aalesund* 312 kil. (time 24 hrs.; fare 16.80 kr.); from Aalesund to *Molde*, 89 kil. (time 6 hrs.; fare 3.60 kr.) Between Bergen and Trondhjem the distance is 594 kil. (time 48 hrs.; fare 32 kr.) Return tickets are issued on the mail strs., and reductions made in the case of families. (Consult local time-tables and advertisements.)]

The first part of the voyage coincides with the course taken by the

strs. that proceed to the *Sogne*, *Sönd*, and *Nord* fjords, described in the routes immediately preceding. The larger strs., however, when bound for Trondhjem, do not ascend the inner fjords, and altogether the stopping stats. are liable to much variation. After passing **Florö** and the *Stabbene* lighthouse, the main and the local fjord routes diverge at

Sætrenæs (MOLDÖEN) (200 kil.; about 9 hrs. from Bergen) (see Rte. 26). Hence the course is northwards, between the great *Vaagsö* island and the mainland, and then over the open *Ulsvaag*, to the rt. of which will be seen the high coast of *Statland*. The str. puts in sometimes at *Stat*, on the long promontory of *Statland*, which juts out into the Atlantic, and at the extreme points of which are *Kjærringen* (1647 ft. high) and *Staalet*. Thence the *Vannelvs* estuary (*Vannelvsgabet*, in which are the islands of *Kvamsö* and *Ristö*) is crossed, and one of two courses taken—either past *Sandö* and *Flaavær* lighthouse, along the coast of *Gurskö* and the *Hareidland*, and inside *Rundö* (from which a mole runs out to *Hogsten* light); or, inside the islands that lie off the coast of the mainland. In the latter case stoppages are made at **Larsnæs**, **Volden**, and **Örstenvik**, before joining the common course in the *Bredsund* to

Aalesund * (312 kil.) This very picturesquely situated town (pop. 8415) is the centre of the fish trade of the Söndmöre district, and has a considerable trade with the Mediterranean, chiefly in dried cod-fish. It is built up and down small hills and around inlets. The views from it of the distant *Langfjeld* range on the S.E. are exceedingly grand. The harbour is admirably sheltered, particularly the inner one, which is quite secure in all weathers. A charming view is obtained by ascending from *Kipperviken* (in the E. part of the town) a path that leads to the *Aalesundsaksla*. If the Aksla ridge be followed, another fine view will be enjoyed from a spot marked by a vane. On the N. side of it is a path, partly cut in steps, that leads to the new churchyard. There is a *Park* at the foot of the Aksla.

The neighbouring country abounds in historical associations connected with the ancient history of Norway and her Vikings, and the legends are numerous and interesting.

A little to the S. of Aalesund was the Borg, or castle, of *Gangr Hrolf*, or Rollo the Walker, a name he acquired because he was so tall and robust that no Norwegian horse could carry him. He was the conqueror and founder of the Duchy of Normandy, and ancestor of our William the Conqueror.

[EXCURSIONS.—1. To **Borgund** ch. on the road to *Söholt*. There was a town here in the middle ages.

2. To **Giskö**, a small island 8 kil. W. of Aalesund, anciently the property of one of the most powerful families in Norway, now extinct. The *Ch.* is of a species of marble, whitewashed. "Valborg and Aksel's grave" is shown, and the view hence of the Söndmöre mtns. is very fine. The island can be reached by boat in 1¼ hr.

3. To **Vallerö**, in 1 hr., by boat. The *Sjongsheller* cave is visited here.

4. Another cave, **Rönstadhulen**, is on Lepsö island, a little way N., the fishermen of which saved in 1886 a Scotchwoman who came across the Atlantic to this neighbourhood in a fishing-smack which had been driven forward by a sudden breeze while the master and crew were out in the boat.]

[COMMUNICATIONS.—Local strs. run hence to Molde in 5 hrs. For visits to the *Indre Söndmöre*, and the *Geiranger* and *Hjörend fjords*, see next Routes.]

From Aalesund the course is towards the *Haram* group of islands, *Valderhaug* and the *Lepsö* islands being on the l. Splendid views of mtns. on the mainland. *Drönen* and *Mien* islands will be passed, and the *Rekdalhest* seen. The *Moldefjord* will next be entered, the heights of *Otterön* remaining to the l.; while to the rt. open the *Tomrefjord*, with its fine peaks, the *Tresfjord*, and, farther in, the *Romsdal* and *Eikisdal* mtns., the *Troldtinderne*, the *Romsdalshorn*, the *Vengetinderne*, the *Gjura*, *Aagottind*, and *Skjorta* (Kvitna). The seaward approach to

Molde is of striking beauty, affording as it does a perspective, to the S., of the whole of the Söndmöre-Romsdal mtn.-chain.

MOLDE * (378 kil., by the direct route, from Bergen). *Brit. Vice-Consul.* Built upon a promontory on the N. side of the **Molde fjord**, the town (pop. 1630), now the centre of the tourist traffic in this part of Norway (with a trade in fish), consists of one long straggling street along the shores of the fjord, with several handsome villas in the neighbourhood.

Its situation is almost finer than that of any other Norwegian town. It is the panorama of the grand mtn.-chain with its high peaks, already mentioned, that imparts so special a beauty to the position of Molde, particularly in the first part of summer, before all the snow has melted on the mtn. sides and tops. The eastern-most mtn.-summit has an elevation of about 6560 ft., while the western-most is only half that height. Thus, sheltered from the N. and protected also from the approach of the raw air of the Atlantic, Molde has a richness of vegetation, in the matter of trees, flowers, and fruit, that surprises the traveller when he gets so far N.

A fine view is obtained from the large wooden *Leper Hospital*, a conspicuous building to the W.; also from the *Ch.* which stands on an elevation. To the W. of the latter is the Dahl Villa, surrounded by a beautiful garden (*Dahls Have*), from which visitors can ascend in ¾ hr. to the Vane (*Varden*) on the summit of the *Vardehei* (1343 ft.) There is a magnificent view hence of fjord and fjeld. If time should not admit of this walk (about 2 hrs. there and back), the *Rœknæshaug*, close to Dahls Have, should be visited (in about ¼ hr. there and back from the main street). Beautiful view thence. The Vardehei (Varden) can be ascended from the back of it. The top of *Tusten* (about 2950 ft.) can be climbed from the E. part of the town in 3 hrs. Very attractive is the walk along the *Fannestrand*, a beautiful avenue running about 5 kil. along the edge of the fjord, past many pretty villas (including the *Buen Retiro*, with a well laid-out park).

[DRIVES.—A pleasant *drive* can be taken along the Fannestrand to *Strande* (9 kil.), *Eide* (13 kil.), where there is an *Inn*, and to *Furset* (9 kil.), where there is also an *Inn* for those who would like to *fish* in the neighbouring lakes, &c. A fine view is obtained at *Furset sæter*, ascended from Eide. Another, *Tusten* top (3250 ft.) can be easily climbed from Furset, 4 kil. beyond which is *Battenfjords-ören*, whence strs. run several times a week (in 2 hrs.) to Christiansund. Many other drives can be taken. They will be indicated at the hotels, where carriages and carrioles are procurable.

The SEA-FISHING—*sei* (pollock), *cod*, and *haddock*—is very good among the islands opposite the town. Native tackle must be procured, especially for catching *sei* in 30 fms. of water, with a hook baited with a piece of fish-skin. These fish run up to 8 and 10 lbs., and the labour of hauling them is somewhat trying, especially to hands unused to rough work. Good baskets of smaller fish can always be made with comfort in shallower water. A *pilk* line can then be used with great effect. The bait of this consists of a piece of bright zinc shaped like a fish, with 2 barbed projecting hooks that give the "pilk" an anchor-like form. The *jiggering* of this instrument imparts a fish-like motion to the "pilk," which the voracious cod, haddock, and *sei* take for their prey. Travellers making a long coasting voyage should, if fond of sea-fishing, supply themselves with native "pilking" lines (to be found in any Norwegian seaport) for use at the stopping-places of the strs. The regular Norwegian tourist strs., especially those that run to the N. Cape, in the midnight-sun season, are always provided with such lines, but they are too heavy and rough to be used in the smaller depths of harbours.

COMMUNICATIONS.—Molde is the starting-point for the grand overland route through Romsdal and Gudbrandsdal to Christiania. (See Rte. 32 for an excursion to the Romsdal and for the remainder of the journey to Christiania, Rte. 13.—Consult time-tables and local notices respecting strs. up and down the coast and to the neighbouring fjords.)

(See the concluding Routes in this section for journeys and voyages from Molde).]

ROUTE 31.

AALESUND TO THE INNER SÖNDMÖRE FJORDS, SÖHOLT, SYLTE, MARAAK (MEROK), AND HELLESYLT.

[Consult time-tables and local notices for sailings of strs. (almost daily). The strs. of yachting companies, and special tourist strs., frequently visit the *Geiranger* fjord. Distance to *Hellesylt* 82 kil.; 12½ hrs.; 4.80 kr. *Provisions* should be taken when travelling by land in the Söndmöre district, except when proceeding to a place where a hotel is mentioned in the *Index*.]

The *Storfjord* is entered between *Hareidlandet* and *Sulen* islands. To the S. is a fine view of high mtns., among which is seen the *Maadalsklev*, a peculiar rock-fissure. Steering E. from Sulen, the splendid *Hjörendfjord* opens out with a direction almost S. To the rt. of the high mtns. is the *Jönshorn* (4715 ft.), in the centre the *Hornindalsrok*, and to the l. the *Jagta* (5220 ft.) with a flat glacier.

[There is special str. communication several times a week, in 5½–6 hrs., between Aalesund and *Bjerke*, at the head of the *Hjörendfjord*, one of the finest and most interesting fjords on the W. coast, now much visited. The mtns. rise with much grandeur in it. The E. shore is girt by precipitous mtn.-sides, crowned by ragged peaks. The str. puts in at *Öie*, in the imposing *Norangfjord* (Rte. 28), and, returning, thence goes round the *Storbergnæs* and ascends the main fjord, stopping first at *Vidal* and lastly at BJERKE.* Here a splendid view is obtained of the *Bjerkehorn* (4445 ft.) and the *Tussenut* (4200 ft.)]

From the mouth of the *Vegsund* the str. steers in to

Aure ⁂ (2½ hrs.), at the mouth of the Sökelvfjord. View up the *Velledal*, with its high mtns. and glaciers. The solitary *Strömshorn* (3245 ft.) rises in it. Returning to the Storfjord, the course is towards its N. wooded shore, and, entering the *Solnörvik*, the str. makes a stoppage off the flat, but wooded

Langskibsö, where passes the road (38 kil.) from Aalesund to Söholt. *Skodje ch.* and its pretty surroundings are a little inland to the l. *Örskog ch.* is then right ahead, the *Ramstaddal* and *Sövikdal* on the S. side of the fjord, and in ½ hr. from Langskibsö the str. runs in, by a charming approach up a small bay, to

SÖHOLT. ⁂ This is a central point for the tourist traffic in Söndmöre, and also a very attractive and beautifully situated place. Above the *Ch.* that stands on a wooded cape rises the *Laupar* (4800 ft.) The view W. of the fjord is also beautiful, the best panorama, however, being obtained from a height that can be climbed in 1½ hr. The views from *Haukaas*, *Steenholt*, *Lie*, and *Nyböe* are all within an easy distance. A walk of 4 or 5 kil. along the charming road that leads to Aalesund should be taken.

Fishing.—There is good *trout*-fishing in the neighbouring lakes of *Brusdal* (6½ kil.) and *Storsæter* (16 kil.)

Shooting.—*Ryper* are abundant on the *Örskog fjeld*.

[LAND COMMUNICATIONS.—1. A road runs to *Aalesund* through highly enjoyable scenery. The stats. are *Flaate* (13 kil.); *Röset* (13 kil.); Aalesund (12 kil.) Between the 2 latter is *Borgund* (see previous Route).

2. The road to *Vestnæs* (Molde fjord) is much used in connection with the steamship routes, being an important link of the overland routes between Bergen and the Nordenfjeldske district.

The stats. are: *Ellingsgaard* (15 kil.), and then along the pretty *Tressfjord* to *Vestnæs** (11 kil.), a beautifully situated hamlet near the *Moldefjord*, with almost daily strs. to *Molde* and *Vœblungsnæs*. Extra trips frequently made on Sun. by a steam-launch of the Hotel at Molde. If no str. be available, Molde can be reached by boat in about 3 hrs. (12 kil.)]

From Söholt the str. proceeds S., stopping either at **Aamdam** or

Vagsvik, close by. A road runs to both places from Söholt. Hence the course is up the *Skotsfjord*, which runs S. out of the Storfjord. To the rt. will be seen the *Skotshals*, with **Skotet** farm perched on the top of it. After rounding a cape, the str. stops (in about 5 hrs. from Aalesund) at

Stordalen. Opposite *Hove* (*Stordalen*) is a noteworthy cavern ("Limur's cave") that has not been penetrated by any traveller beyond the 100 paces made in it by the famous Bishop Pontopiddan, in the 18th cent. The natives have a prejudice against going into it. The *salmon* and *trout fishing* in the *Stordal* river is very good. *Quarters* good at Hove, whence there is a good carriage-road to *Overaa* (16 kil.) From the latter place *Sylte* is 9 kil., *Rellingen* 9 kil., and *Ytterdal* 7 kil., by boat.

The str. next passes a group of farms to the l. called *Djupdalen*, of which the *sæter* will be seen still higher up. Beyond is a cliff, of which a large piece fell, 1731, into the fjord and destroyed the ch. at **Stranden**, replaced since by the *Ch. and Manse* that will be seen pleasantly surrounded. A mtn.-path runs hence over the *Ljöfjeld*. After crossing the *Sunnelvsfjord*, the *Nordalsfjord* is entered. Several farms will be seen at a great elevation. On the S. side of this branch will be passed **Ytredal** and **Rellingen**. Behind the former the *Geiranger* mtns. open out. Steering next along the N. shore of the fjord, with the mouth of the *Tafjord* to the rt., the mtn. called *Syltenakken* will be sighted. On its face is a geological freak, to which the name of *St. Olaf's Orm* ("serpent") has been given, from the serpent-like form of a vein of light quartz that runs through the dark mass of the rock. It must be seen at a certain distance or the illusion will be imperfect. The *Valdal* now opens out more and more, and after going round a promontory, on which are several farms, *Sylte* chapel will be seen in the distance, with *Krossbræken* mtn. in the background. In about 7½ hrs. from Aalesund the str. stops in the *Nordalsfjord* at

SYLTE. * This is a place of growing resort, especially as a starting-point for a journey through *Valdalen* to *Romsdalen*. There are also mtn.-tracks which are much frequented. The *Tafjord*, hitherto but little explored, is well worthy of attention for its wild grandeur, which is perhaps superior even to that of the Geiranger fjord.

[Excursions.—1. The *Muldalfos*. A boat must be taken to (12 kil.) **Muldal**, as the str. does not ascend the *Tafjord* (a branch of the Nordalsfjord), and fairly good *quarters* are obtainable there. The fjord itself, wild and magnificent, is alone worth seeing, one of its mtns. (the *Storfjeld*) having a height of 5900 ft. The base of the *Muldalfos*, reached from Muldal by a road constructed by the local tourist association, is the largest waterfall in *Söndmöre* (490 ft.), and one of the most interesting in Norway. The excursion will occupy about 6 hrs.

Stueflaaten, in *Gudbrandsdal*, can easily be reached from Muldal by a mtn.-path in about 9 hrs.

2. From the hamlet of **Tafjord** (12 kil. by water) a bridle-path runs to *Øverste-Rödal*, where there are several waterfalls, while the mtns. in some cases reach a height of about 6500 ft.

3. A bridle-path (15 kil.) leads from the same hamlet to **Kalursæter**, whence in 6 hrs. it is easy to reach **Grjotli**, on the road between Gudbrandsdal and the Geiranger fjord.

There is good *trout-fishing* in the neighbourhood of the Tafjord, good quarters for the purpose being obtainable, more especially at a farm about 12 kil. above Tafjord.

4. The *Romsdal* viâ *Valdalen*. There is a good carriage-road from Sylte up the *Valdal* and *Langdal* to *Fremre-Grönning* (about 21 kil.), where the stat. is well kept. A guide is required for a tramp over the mtns. to Næs or *Veblungsnæs*. The *salmon* and *trout fishing* is good in Valdalen.]

From **Sylte** the str. crosses the Dalsfjord to **Rellingen**, above which is a mtn.-top locally called *St. Olaf's Snushorn* ("snuff-horn"). The parish ch. will be seen here at the head of the *Norddal*. Swinging round a cape, of which the rocks exhibit remarkable cleavages, the str. stops at

Ytredal (about 8 hrs. from Aalesund).

[There is a mtn.-path hence to *Grande* and *Maraak* (about 6 hrs.) (see Maraak).]

The *Nordalsfjord* is left after going

round *Skrednakken* promontory and the *Sunnelvsfjord* entered. Several farms on either shore. Soon the head of the Geiranger fjord comes in view, and in an hour the str. on some voyages stops (on the l.) at

Lundenæs, at the mouth of the *Geiranger fjord*. This is the most interesting of the Söndmöre fjords, and although the grandeur of its mtn.-masses is not equal to that of the *Næröfjord*, yet the forms of its precipices are bolder. In many places these make a sheer perpendicular plunge down to the dark surface of the water, from a height of about 5580 ft. The traveller cannot fail to be deeply impressed by the majestic might displayed in this fjord by nature. Numerous waterfalls, seeming in cloudy weather to fall from the skies, and which in sunshine lave the rock-walls with gauzy spray, relieve the awe-inspiring sternness of the scene.

The first small farm (l.) is **Matvik**, opposite which is one of the worst places for the dangerous and destructive avalanches of snow to which this fjord is much subjected in winter. Many farms will be seen perched up on apparently inaccessible ledges, sometimes at a height of 2000 ft. above the water, and communicating with the outer world by a goat-track leading to the boat-house usually seen below. Children and cattle are frequently kept tethered on such farms, the principal resource of which is the breeding of sheep for export, chiefly to Great Britain. One of the first mtn.-tops seen in the fjord is (l.) the *Nokkenibba* (4370 ft.) with the *Staburfonn*, or snow-fields.

Beyond, on the same side, is the sharp-pointed *Lysurnibba*, while opposite rises majestically the *Langflaafjeld*, which in winter sends snow-avalanches down into the middle of the fjord. On the summit of the *Hörvedragsfjeld* a rock will be pointed out as *St. Olaf's Kjödlaar*, or the ham of dried mutton with which he was so dissatisfied that he cast it away to the spot where it subsequently became petrified. St. Olaf reigns supreme over all the traditions in Söndmöre. To the l. will next be passed the *Knivsflaafossene*, waterfalls that vary much in volume, and to which a modern traveller, who saw only 7 of them, has given the name of the "Seven Sisters." Occasionally, their number increases to 9, while, if the *Knivselv*, out of which they rise, is not in much volume, only 4 silvery streams will be seen falling down the perpendicular cliff. Above them, the *Gjeitfjeldtind* rises to a height of 5150 ft., the *Gjeitlandegg*, beyond, being only about 350 ft. lower. *Skageflaaen* farm will then be seen perched on a seemingly inaccessible site, 1600 ft. above the level of the fjord. The *Skageflaafos* (or *Gjeitfos*) is near the farm, which can be reached by a very steep and dizzy path. The splendid *Prækestol* (pulpit) mtn. is seen before the head of the fjord, with the stupendous *Holenibba*, comes in view. The str. now stops at

MARAAK * (Merok). (Compare Rte. 28.)

[*Grjotli*, on the way to Gudbrandsdal, can be reached hence by a road (40½ kil.) in construction (1892). A posting-stat. will be established at *Langevand*.]

[Excursions.—1. Numerous conveyances await the str. to take passengers up the new road to *Flydalsdjupet*, a splendid gorge, or as far as *Oplænskedal*, a farm in very picturesque scenery.

2. At about 16 kil. from Maraak, on the *Juvand*, is a *Tourist-hut* (*Juvashytten*, where excursionists can dine or sleep (2 beds for 4 persons). It is a stiff walk of 5 hrs. up, and 3½ to 4 hrs. down. *Glaciers* surround it.

3. The *Storsæterfos* (2067 ft.) can be reached in about 1½ hr. with a *guide* (about 2 kr.) From it is a splendid view of the mtns. around the fjord, particularly of the *Saathorn* (5890 ft.) There is also a pretty view from the *Storöira*, 5 min. walk above Maraak.

4. The mtn.-path to *Ytredal* (see above) runs along the fjord from Maraak for 3 kil. to Grande (a steep ascent of 40 min.), whence there is a charming view of the fjord. From Grande a good horse-track leads to *Indre Eide*, on a mtn.-lake, with the interesting peaks of the *Eidshorn* on the l., and the *Skaaren* to the rt. Lower down, towards the fjord, is the great *Monshorn* (*Grjota*). A carriole can be used from Indre Eide to Ytredal.

5. When no str. is available, *Hellesylt* can be reached by boat in about 4 hrs., passing magnificent scenery.]

The strs. regularly, on this route, return from Maraak down the Geiranger fjord, and in about 1½ hr. deposit passengers at the end of the Sunnelvsfjord, viz. at

HELLESYLT. ✻ (See Rte. 28.)

ROUTE 32.

MOLDE TO VEBLUNGSNÆS (by str.) AND UP ROMSDALEN (by road).

[Strs. in 2¾ to 5 hrs., according to directness of route. Fare 2 kr. (Consult local time-tables and notices.)]

1. To VEBLUNGSNÆS.

(By str.)

Crossing the Molde fjord, the str. reaches in 1 hr. **Vestnæs**, whence an E. direction is taken. To the N. is the high *Sækken* island, where King Haakon fell in 1162. The stopping-places are variable, but those which are more or less general will be mentioned.

In the Tresfjord, *Gjermundnæs* is touched at, and sometimes *Sylte* (Rte. 31) at the head of that fjord, and *Vaage* in the *Borisdal fjord*. From *Norvik*, the next stat., a road runs to *Eid* parish *ch.* and the *Rødvenfjord*. On the rt., a stoppage is made at **Vold**, where a pretty valley opens out. A road runs hence to **Vik** in the *Indfjord*, which is entered next. In it will be seen to the N. the *Isterdalen* mtns., whence, through a gorge, the *Valdal* can be reached by a path.

Beyond, the *Skottehammer*, easily recognised by its peculiar form, will be passed to the l., while to the rt. will be the *Runeberg*, on the precipitous side of which is a Runic inscription. The *Skottehammer* or *Skotkleven* ("the Scot's cliff") is supposed to have obtained that name from the disembarkation, in the immediate vicinity, of the Scottish expedition (so-called Sinclair's Expedition) in 1612. A monument to the peasant, to whom popular legends attribute the destruction of the Scots by leading them into an ambush, will be seen from the str. on approaching Veblungsnæs. The Norwegian legendary account of this expedition, essentially untrue, will be found reduced to historical prose in Rte. 12.

Some of the strs. proceed to *Næs*, ✻ and then return (when not steering direct for *Sten*, at the head of the *Isfjord*) to

VEBLUNGSNÆS. ✻ The *Rauma* river falls here into the *Romsdalsfjord*, close to the hamlet.

[*Fishing* (salmon) in the *Rauma*, in the fjord (sea-trout), and in the neighbouring mtn.-lakes (*trout*), good. Apply at the hotel.]

This is a lovely spot in full view of the *Romsdalshorn*, and excellent headquarters for *fishing*, *duck-shooting*, mtn.-climbing, sketching, &c., and for excursions up the splendid *Romsdal* and other valleys.

Næs ✻ (AANDALSNÆS) is situated in splendid scenery, opposite *Veblungsnæs*, N. of the embouchure of the Rauma. The road to Veblungsnæs turns to the rt., over a bridge spanning the Rauma, and is indicated by a sign-post. For a lengthened stay, this place is preferable to Veblungsnæs, as it lies out of the bustle and traffic of the latter, and away from its noisy camp of military exercise.

Anglican ch. service is held here during the tourist season.

[EXCURSIONS.—1. A charming trip can be made hence to *Kavlisæter* (about 11 kil. there and back), and another to *Lereimskleven*, in half a day. On the latter excursion a boat is

taken to *Thorvik*, whence a conveyance can be used to Lereimskleven and back. The splendid *Waterfall* at the upper end of the *Isdal* should not be neglected. It can be approached in a carriole within about 5 kil., and it is best seen from the rt. bank of the river.

Fishing.—Good *trout*-fishing obtainable in a lake about 8 kil. distant.

Shooting.—The whole of the neighbouring country affords good ptarmigan-shooting and reindeer-stalking. Apply locally. Good huntsmen available.]

2. Veblungsnæs (or Næs) up the Romsdal.

[Distance from *Veblungsnæs* to *Stueflaaten* 48 kil.; thence to *Dombaas* in Gudbrandsdal (on the high-road between Christiania and Trondhjem) 62 kil. The stats. are all "fast," and the posting-rate 15 ö. per kil. Bennett's carriages and carrioles, at a small extra charge, recommended. A *dil.* runs between Veblungsnæs and *Lillehammer* (Rte. 12).]

At about 3 kil. from Veblungsnæs, at a bridge, the road from Næs (2 kil.) joins the great posting-route through the Romsdal and Gudbrandsdal valleys. Driving thence along the rt. bank of the *Rauma* in pleasant wooded scenery, hemmed in by lofty hills, the beautiful site of the old *Aak* hotel (now the property and summer residence of an English gentleman, who also owns the salmon-fishing at this part) will be passed to the l. The *Isterdal*, with the mtn.-tops of (W.) *Bispen* ("the bishop") and (E.) *Kongen* and *Dronningen* ("the king" and "the queen"), (5505 ft.), opens to the rt. At **Fiva** farm, which stands in a birch-plantation (4 kil. from the next stat.), the valley is decked with green fields, in lively contrast with the dark mtns. The *Vengetinder*, picturesque but scarcely visible here, rise on the E. to a height of 5935 ft., and next to them, in grand dominion, is the huge Romsdalshorn (5104 ft.)

[Its ascent, first made in 1827, has been accomplished 3 or 4 times in recent years, and once (in 1888) by an intrepid English lady. With field-glasses, 3 cairns are discernible on the summit. With a good *guide* the ascent (more dangerous than that of the Matterhorn, and impossible after a snowfall) can be accomplished from the W. side in 1 day. Experienced Alpine climbers can more easily reach the summits of the *Vengetinder* and *Mjölnir*. The latter is one of the steepest mtns. in Europe, according to Mr. Slingsby, who performed the feat of climbing it from *Indre Dale*, a drive of 3 hrs. from *Næs*.]

The **Troldtinderne** ("troll peaks") rise to 6010 ft. on the W. side of the valley. The highest of them can be climbed by way of the small glacier seen before reaching Aak. Pieces of rock, large and small, are apt to fall from the Romsdalshorn into the valley, in which patches of snow are frequently seen in summer. The narrowest part of the gorge is entered before reaching the next stat. It seems to afford room enough only for the turbulent river. Travellers will be impressed by the shadows cast over the glen by the higher peaks of the Troldtinderne on reaching

Horgjem (15 kil. from Veblungsnæs). Beyond this stat., in the vicinity of the high *Mongejura* (4230 ft.), close to *Monge* farm, is (l.) the picturesque *Mongefos*, which descends from that mtn. A number of small rivers and rivulets pour their waters, in beautiful cascades and rapids, into the Rauma, confined here between rocky walls 2000 to 3000 ft. high. Huge blocks of rock (some of which rolled down in 1885) will be passed, and with the *Kors* (Cross) *ch.*, of which the steeple is visible to the l., the end of the stage is reached, amidst grand surroundings, at

Flatmark (12 kil.) A good stat. in a smiling part of the valley, with a mtn. 3750 ft. high facing it. Except in dry seasons, water will be seen running down the mtn.-sides in several places. The *Styggefonnfos* will be noticed on the l., and beyond it the *Gravefos* and the *Skogafos*; while to the rt. is the high (and in early summer beautiful) *Döntefos*. On a steep ascent, the picturesque *Værmefos* (about 1000 ft. high) will be passed on the rt. before reaching

Ormeim (10 kil., pay for 11). Good quarters. The last-mentioned waterfall will be seen from a balcony at this stat.

[1. *With a guide*, an ascent can be made here, even by ladies (in about 8 hrs. there and back), of *Storhatten* (5937 ft.), and a fine view obtained. Nearly ¾ of this is on horseback. After crossing the Rauma, a track leads to the l., by the side of the Værmefos.

2. A mtn.-path leads to *Sylte* in *Valdalen* (about 12 hrs.)

3. Pedestrians can also take a track across the mtns. (in 6–8 hrs.) to *Utigaard* and *Reiten** on the *Eikisdal vand*, on which a small str. plies (2 hrs.) to *Overaas*, at the N. end of the lake (tolerable quarters). Thence a road leads to *Nöste* on the *Eresfjord* (8 kil.), from which strs. run to *Molde* in 6 hrs.]

Although most tourists return to Næs or Veblungsnæs from this end of the Romsdal, another stage is highly recommended to those who have sufficient time at their disposal. The valley remains grand in character on ascending it. At about 2 kil. from Ormeim a finger-post indicates the way, only a few paces to the rt., to the pretty *Slettafos*, which travellers should see. Beyond, on the splendid road along the bank of the Rauma, is the *Haukaaen* waterfall (l.), while farther on is another, near *Brudehulen*. Hence the valley becomes more narrow and wild up to the point where the *Ulvaa* bifurcates and falls as a *fos* into the Rauma. By numerous windings blasted out of the rock the grand *Björneklev* ("bear's ravine"), forming the boundary between Romsdalen and Gudbrandsdalen, is ascended to

Stueflaaten (10 kil., pay for 11), the first stat. in Gudbrandsdalen (2050 ft.) Good quarters.

Fishing.—There is good *trout*-fishing in the *Ulvaa* river, which falls into the *Rauma* not far from the stat. (about ½ hr. walk) through a picturesque valley, and forming several cascades. The fish run large.
View.—Fine from *Toppen* (2 hrs.)

From Stueflaaten, the road descends gradually from about 1000 ft. After crossing a heath (3 kil.), the *Raanaaskol* will be seen to the rt. Behind it the *Ulvaadal* opens out in grand scenery. At a place called *Einabu*, St. Olaf is said by sagas to have rested on his flight from Valdalen. A *Monolith* close to the road is the remnant of an ancient stone cross. With the Rauma always to the rt., some farms will be passed at *Rad* and an ascent made to

Mölmen (13 kil.) Good stat., but not pretty; alt. 1675 ft. *Lesjaskogens ch.* close by.

[*Fishing.*—The best *trout-fishing* in Gudbrandsdalen available at this stat. for about an Eng. mile down the river, and in the *Lesjaskogens vand*. The same sport can be had in Lake *Aursjö* (6–7 hrs. walk). Boats can be hired there and fair accommodation procured at the *Alfsæter*. *Shooting* good. This can be obtained from the keeper of the stat.

EXCURSIONS.—1. The *Grönfos*, a small but beautiful waterfall, is within ¼ an hr. walk.

2. The Storhö (about 6230 ft.), N. of the stat., can be reached in a few hours. An ascent of about 1000 ft. above the forest zone affords views of many peaks, all more than 6000 ft. high.

3. A mtn.-path through the Grönælv valley leads to *Skiaker* (*Aanstad* stat.) in about 14 hrs. (The track from *Holset* stat. over Lordalen is, however, preferable.) The journey is generally broken at *Nysæter* (Storsæter) (7 hrs.), and *Skiaker* (Rte. 12) reached the next day. The top of the *Digervarden* (ascended in 1 hr.) affords a splendid view of the *Jotunheim* (Rte. 11) and *Rondane* mtns.]

Soon after leaving Mölmen the source of the Rauma in the *Lesjaskogens vand* is reached, the road running along the shore of that lake, from the E. end of which the *Laagen* river issues, and where a halt will be made at the stat. of

Lesjaværk (12 kil.), which is more pleasantly situated (a little to the rt. of the new road) than the one just left. Very good roomy quarters, the hangings in the sitting-room being of the period when the house was built (1736). An iron-mine was worked here from 1650 to 1812. The Lesjaskogens vand is remarkable as the source of 2 rivers—the Rauma, flowing to the N.W., and the Laagen (pron. Lògan) to the S.E.

Fishing.—Both *trout* and *grayling* can be caught in the lake from a boat, and the trout-fishing is also good in adjacent mtn.-lakes.
Shooting.—Good headquarters for *reindeer*-stalking. Experienced hunters, with dogs, procurable.

Driving first through a wood, and then, on a sandy road, over a heath,

the *Lordal* will open to the rt., and after passing a few farms and wooden hoardings to arrest snow-drifts, a valley will be descended to

Holset (12 kil.) Very good and cheap quarters.

[A mtn.-road runs off to **Skiaker** (mentioned above under Mölmen). It is gradually being made to *Nysæter*.
Shooting good; huntsman and reindeer-dog procurable at the stat.]

The road continues of little interest. It enters a flat valley, once occupied by the *Lesjavand* (now drained), and passes **Lesja ch.**, beyond which 2 peaks of the Rondane mtns. are seen to the E. At *Hattrem* strikes off the branch road that leads from the next stat. to **Vaage**, through **Slaadalen**. A zigzag descent brings the traveller to

Holaker (15 kil.) Very superior and comfortable stat.

[*Trout-fishing* and *reindeer-shooting* available.
A *branch road* runs to *Vaage* (about 35 kil.) A carriole can, if necessary, be used on it. Pedestrians will take about 10 hrs.
Another branch road runs to the valleys of the *Jora*. On *Aursjö* are the *Alfsætre*, with a special house for travellers, whence *Sandvaslaagen sæter* can be reached in about 3 hrs. From the Aursjö a road leads *vid* the *Torbuvand* (2900 ft.), where there are fishermen's huts, to Öksendalen. It is necessary to have a horse for fording streams. *Hafsaas* in *Grövedalen* can be reached from the *Jora* in 1 day. There is a carriageable road from *Gjöra* in Sundalen.]

With the Laagen to the rt., a rapid descent brings the traveller to *Joramo*, where a stone bridge spans the *Jora*, which rises in the vicinity of Snehætta (Rte. 13). Long zigzags through a forest terminate the stage at

Dombaas (12 kil.) (See Rte. 13 for description and roads to Trondhjem and Christiania.)

ROUTE 33.

MOLDE TO TRONDHJEM, THROUGH NORDMÖRE AND THE ORKEDAL.

(By road.)

[Interrupted by several beautiful fjords, this road affords the means of visiting the inner parts of the interesting *Nordmöre* district (hitherto not much explored by tourists), the fine *Surendal* and *Orkedal* valleys, and many pretty places between Molde and *Trondhjem*. It also enables travellers subject to sea-sickness to reach both *Christiansund* and Trondhjem without physical inconvenience, although the stats. on this route are generally very indifferent, and many of them not "fast." The route can also be used in sections in connection with strs. that run up the Nordmöre waters from Christiansund. Total distance to Trondhjem, 228 kil.; and cost of posting, with 1 horse, about 35 kr.]

From Molde the posting-road runs along the pretty *Fannestrand* (see "Molde," Rte. 30). The old *Avenue* extends for about 5 kil., beyond which trees have been more recently planted on either side of the *chaussée* to

Strande (9 kil.) *Bolsö* island is right opposite. Continuing along the shore of the *Fannefjord*, numerous farms will be passed in pleasant scenery as far as

Eide (13 kil.), prettily situated on the edge of the fjord, on the opposite side of which rises the *Skaala* mtn.

[A road of importance to the tourist traffic branches off here to *Batnfjordsören* (16 kil.), *Furset*, an intermediate stat., being 9 kil. from Eide. The total distance from Molde to Batnfjordsören is 38 kil. (3 hrs.), and the stats. are all "fast." Fare, 3 to 5 kr. *Christiansund* can be reached hence by str. (2 hrs.) several times a week. If a str. be not available, drive to *Gimnæs* (11 kil., or 16 from

Furset). The distance thence by boat to Christiansund is 19 kil., but by rowing only (8 kil.) to *Fladsæt*, and posting across (9 kil.) *Fredö* island, there will be only a further short row of 3 kil. to Christiansund.]

The stats. beyond Eide are

Istad (9 kil.), whence a road runs S. to *Eidsvaag*.

Heggeim (11 kil.)

Angvik (11 kil.) The 3 last and the 2 next are not "fast" stats. (pay 10 ö. per kil.) The *Sundalsfjord* str. touches here. A boat must now be taken across that fjord (also called *Tingvoldfjord*). Boating-rate 6 ö. per kil. for each rower, and a gratuity for the passage to

Koksvik (6 kil.), where the Sundal str. also puts in. Again a drive to

Bölset (8 kil.), whence by boat across the *Stangvikfjord* to

Stangvik (7 kil.) Good quarters. Str. stat. Hence a hilly road skirting at a short distance the fjord, past *Kvande*, where a valley to the l. will be entered. In it is

Aasen (15 kil., 8 kil. from *Surendalsören*), which is sometimes reached direct from Stangvik. The road now runs up the pretty *Surendal*, and at 5 kil. is joined by the road from Surendalsören. It is flat, but ascends occasionally from the *Surna* river. *Ranæs ch.* will be passed, under the *Honstadknyk*, which is frequently seen on the next stage. Thence along a level, past *Sogge*, to

Honstad (*Haanstad*) (10 kil.) A mtn.-path runs hence to the **Troldheim** (*Garen*) sæter in **Foldalen** (22 kil.); thence to **Storsæteren** (15 kil.), where there is a *tourist-hut*. The *salmon* and *trout fishing* here is generally leased. The road runs principally along the bank of the river, its tributary, the *Vindöla*, with the *Kværne*, or *Sagfos*, to the rt., will be crossed, and about midway on this stage, on the rt. bank of the river, will be seen *Mo* ch. After rising considerably, the road sinks again towards the mouth of the *Folla*, flowing from the charming *Foldal* valley, which extends towards *Opdal*, forming one of the principal approaches to the *Troldheim*. The stage ends at

Kvammen (15 kil.) A mtn.-path hence to *Garen*, and the tourist-hut mentioned above. Beyond, the *Bulu* river will be crossed, and the rt. bank of the *Surna* gained by a new road. A view is obtained of *Rindalen* ch., on an eminence. To the rt. of it, amidst pretty scenery, the *Rinna* flows down. The *Gjöaa*, another tributary, will be passed before ascending to

Fosseid (10 kil.) Tolerable stat., prettily situated. The new road runs past *Löfald* and over the *Surna*. With the *Tiaa* to the rt., the low heights of the *Surendalskog* will be seen in the background, at the upper part of the valley. In this vicinity is the boundary between the prefects. of Romsdal and S. Trondhjem. Descending towards the valley of the *Orkla*, the stage ends at

Garberg (14 kil.) At a short distance from this stat. the road bifurcates: on the rt. it runs to *Kalstad*, and thence S.E. to *Bjerkaker* (Rte. 13), affording a view to the S. of the *Meldal*, with the *Orkla* (good *fishing*) flowing through it. Farms will be seen on the rt. bank of that river, under the shadow of the *Meldalskog*. The last part of the stage is made up and down hills of sand deposited by the Orkla. Horses are changed at

Aarlivold (in the *Orkedal*) (19 kil.) Very good quarters. Hence the road runs along the l. bank of the *Orkla*. *Mo ch.* will be seen to the l., prettily situated. Beyond, the *Vorma*, *Tonga*, and *Hauka* rivers will be crossed. Landscape somewhat monotonous. After passing over the *Siku-elv*, which falls out of Lake *Siken* (rich in *fish*), a halt is made at

Bak (12 kil.) Good quarters. A flat road hence along the Orkla, spanned at a short distance from the stat. by the *Forve Bro*, a bridge of 9 spans. Orkedalen *Ch.* and *Manse* to the rt.

[At *Kirkesæterören*, 20 kil. from *Bak*, and accessible from Trondhjem by str., good *salmon* and *trout fishing* can be obtained,

especially in the *Söa* river and the *Rovand* lake; also good *shooting* in fine mtn. scenery.]

[It is only 8 kil. from Bak to ORKEDALSÖREN* on the *Orkedalsfjord*, whence a str. can be taken to Trondhjem.]

Travellers not yet tired of posting will drive from Bak to

Eli (19 kil.) by a very hilly stage. Eli farm is very prettily situated. A steep descent leads to the shore of the fjord, along which is a new level road to

Saltnæssanden (10 kil.) The stat. (tolerably good) lies a little way up a hill, off the road. Travellers can post hence to *Heimdal* (8 kil.), a stat. on the Christiania-Trondhjem rly. (Rte. 14), or drive direct by a new and level road, in 2½ hrs., to

TRONDHJEM. (See Section III.)

ROUTE 34.

MOLDE TO CHRISTIANSUND.

(By str.)

[Distance, 53 kil.; time, 7–8 hrs.; fare, 2.80 kr.]

The course is first W., then N., when the *Julsund* is entered. Soon the large *Otterö* and the low *Gossen* islands are passed on the l. and a stoppage made at *Bud*, on the low-lying foreland of that name. Hence a stretch of open sea (frequently rough) has to be passed (about 1½ hr.) This is the renowned and redoubtable rock-strewn *Hustadviken*. The *Stemhest* (2230 ft.) promontory, marking the boundary between Romsdal and Nordmöre, will be rounded, with *Kvitholmen light* a little beyond. With *Bremsnæs* to the rt. the *Sörsund* is entered, and the end of this route reached at

CHRISTIANSUND. * *Brit. Vice-Consul.* This town (pop. 10,386) is built upon 4 islands—*Kirkelandet*, *Nordlandet*, *Indlandet*, and *Skorpen*—between which steam-launches maintain communication. There is a pretty park on the first-named island.

From seaward this irregularly built town is not seen until the narrow passage between the islands is passed. Its trade is important, for it exports about two-thirds of the entire Norwegian produce of dried cod, for which Spain and Italy are the principal customers.

There is nothing to be seen in the town itself, except the *Waterworks* and *Reservoir* (a pretty stroll), but from the highest point of it (*Varden*) a splendid, memorable view will be obtained of a sunset or sunrise over the open sea.

About ¾ kil. distant is the *Bremsnæshul*, a remarkable cavern extending 280 ft. into the **Bremsnæshatten** mtn.

The 3 grand, and too little frequented, *Nordmöre fjords* open out in the vicinity of Christiansund. They are the *Sundal*, the *Surendal*, and the *Vinje* (*Hevne*) fjords, with numerous branches penetrating far inland.

Although the immediate neighbourhood of the town has a naked and uninviting appearance, a trip of only a few miles in any one of the fjords above-named reveals scenery of which the wildness or the beauty can well be ranked among the finest in Norway. Some of the noteworthy points on those fjords have been noticed in the preceding overland route to Trondhjem. From Christiansund the following excursions by comfortable strs. running frequently are highly recommended. *Steam-launches* can be specially hired at moderate charges.

[EXCURSIONS.—The *Sundalsfjord* (about 68 kil.. long) affords the most picturesque mtn. views. From *Opdöl*, where the str. calls, Nerdal can be reached by carriole in about 2 hrs., and it is only 1½ hr. walk thence to *Inderdal*,* a mtn.-valley surrounded by grand glaciers and peaks. The neighbouring lakes, of much beauty, abound in *trout*. The Inderdal, says Prof. Yngvar Nielsen, can be compared with the celebrated Zermatt in Switzerland, especially as 2 of its mtns. are very much like those that tower over Zermatt. There are mtns. and glaciers that remind the traveller of Monte Rosa, while the *Daletaarn*, which rises in the middle of the valley, is a good *facsimile* of the upper part of the Matterhorn.

The *Inn* at Inderdal is also a starting-point for further explorations. The *Troldheim* ("Home of the Wizards") is quite a new tourist-land destined to supplement the Jotunheim, but as yet only accessible to pedestrians. A walk of 7–8 hrs. brings the tourist to *Storli* (good accommodation at the house of a guide of that name). Thence it is an easy day's walk to *Fiskesæteren*,* past *Storbækhö* (about 5000 ft.), from the summit of which is a splendid view of the *Dovre* plateau, while to the N. the open sea is visible, and to the S. the grandest peaks of the Jotunheim. The ascent is easy, even for ladies. It is a short day's walk from Fiskesæteren to *Kvammen* (see preceding Route) and a day's march to *Rennebu*. The road to Trondhjem (Rte. 33) is reached at either of those places.

It is a walk of only 6 hrs. (easy also for ladies) respectively to *Hoaas* and *Storfale* (both in Sundalen) and to *Todalen*, at the end of the *Surendals fjord*.

From *Sundalsören*, at the head of the *Sundals fjord*, a fine road runs through the wild and narrow *Sundal valley* to Trondhjem (see last Route), and over the *Dovre* fjeld to Christiania and to Romsdal. About 11 kil. from it is a magnificent ravine (*Lilledalen*) shut in by rocky sides (up to 4000 ft.) and with ragged edges towering perpendicularly above the bottom of the valley. Good footpaths lead thence to *Öksedalen*, *Eikisdalen*, *Leya*, and *Dovre*, past Aursjö, a lake celebrated for its profusion of *trout*. The *Lilledal* is quite as grand as any part of the Jotunheim.

The *Surendals fjord* is of a milder character. At its head is the picturesque *Todal*, a mtn.-valley, from the upper part of which the wild and steep *Neaastigen* path leads through *Neaadalen* to the *Troldheim*, where the *Fiskesæter* (see above) can be reached in 1 day.

From the *Surendalsören* steamship-stat. on this fjord a good road leads through the charming *Surendal* and *Rindal* to Trondhjem and Christiania (Rte. 33).

A good road runs from *Vinjeören*, at the head of the *Vinjefjord* through *Hevne* and *Öksedalen*, to Trondhjem.]

ROUTE 35.

CHRISTIANSUND TO TRONDHJEM.

(By str.)

[Distance, 164 kil.; time, about 9 hrs.; fare, 8.30 kr.; by direct mail strs. Excellent local strs. run daily in about 11 hrs. to Trondhjem, mostly avoiding the open sea, and touching at more places than are mentioned on the course described below.]

With the great **Grip lighthouse** some way to the N.W., the str. enters the *Talgsjö* and crosses the open sea in less than 1 hr., keeping in view the high snow-fields inland. Passing next inside the low and bare island of *Smölen*, a stoppage is made at

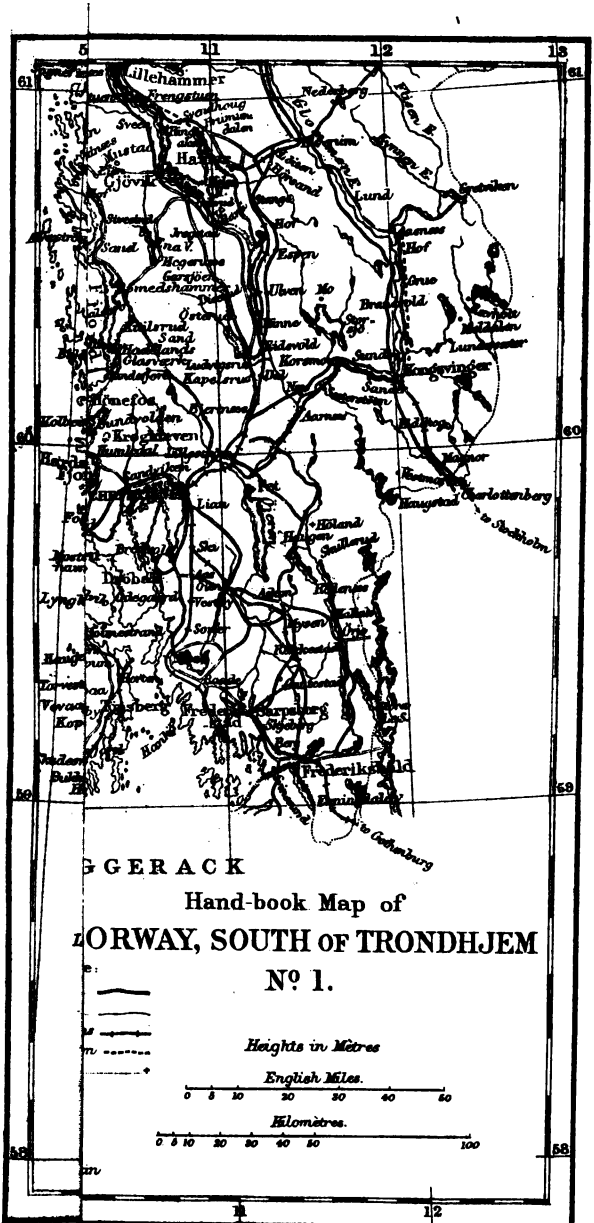
Edö, with *Tyrhaug light* at its N. extremity. From this point there is a view, over *Stabben* and *Tusteren* islands (on which are some high mtns.), of *Skjorta* and other remarkable peaks on the distant mainland. After crossing another short stretch of unsheltered water, the str. runs inside the great *Hitteren* island (207 sq. m.), on which, as well as on other islands on this part of the coast, *red deer* are found (see *Introduction*: "Sport"). The *shooting* is generally leased. The broad channel now entered is the *Hittersund* or *Trondhjemsleden*. A short stoppage is made at

Havn, on Hitteren island. Another more or less open sheet of water (from which *Frövien* island is visible to the W.) is passed before going inside the *Leksa* islands and the island of **Fosen**. After passing the small *Garten* island, the str. stops at

Beian, at the N. point of the flat *Örland* promontory, along which a

road runs N. in the direction of the *Aafjord* (see Section III.) The *Trondhjem fjord* is then entered, the *Ch.* on Örland being on the l. and, beyond it, **Östraat**, one of the ancient residences most frequently mentioned in Norwegian history. In the 16th and 17th cents. it belonged to the Bjelke family, a member of which was the well-known Danish chancellor. The present stately buildings (1655) are of an exceptional character in Norway, and are well preserved by their present proprietor, Mr. J. Heftye. A high, massive tower will be seen backed by a dark, bare mtn.-side. The *Skjören fjord* runs up here to the E. from **Agdenæs Light** (rt.) The firth is locally called the *Agdenæsfjord*. The course then is towards a pretty bay which runs up to **Ritsen**, where the large wooden *Reinskloster* buildings stand on a height surrounded by a park. Here are the ruins of the *Rein convent*, founded in 1230 by Skule Jarl, the only male representative of the powerful Rein race, descending from Tostig, brother of the last Anglo-Saxon king. It was suppressed at the Reformation. On the S. side of the fjord is a succession of pretty, well-cultivated valleys, separated by partly wooded mtns., while the opposite shore is more bare of vegetation. Some of the strs. put in at **Rauberg**, on a pretty little point, above which will be seen the large cluster of farms, &c., called the **Stadsbygd**. Trondhjem, sheltered by *Graakallen* mtn. (1840 ft.), and the *Stjördal*, now come in sight. More to the rt. are the *Vasfjeld* and the *Ilfjeld*; and, crossing the mouth of the *Örkedalsfjord*, at the head of which, above *Örkedal*, rises a high mtn. called the *Ovnfjeld*, as well as a cluster of mtn.-tops belonging to the *Foldal fjelds*, *Bynæset* is rounded, *Munkolmen* island passed close inside, the river *Nid* entered, and the str. brought up at the quay of

TRONDHJEM * (See Section III.)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to Stockholm
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to Gothenburg
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Stor-sjö
Brandval
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Tönsberg
Horten
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Sarpsborg
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Hand-book Map of
NORWAY, SOUTH OF TRONDHJEM
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Heights in Métres
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Kilomètres.
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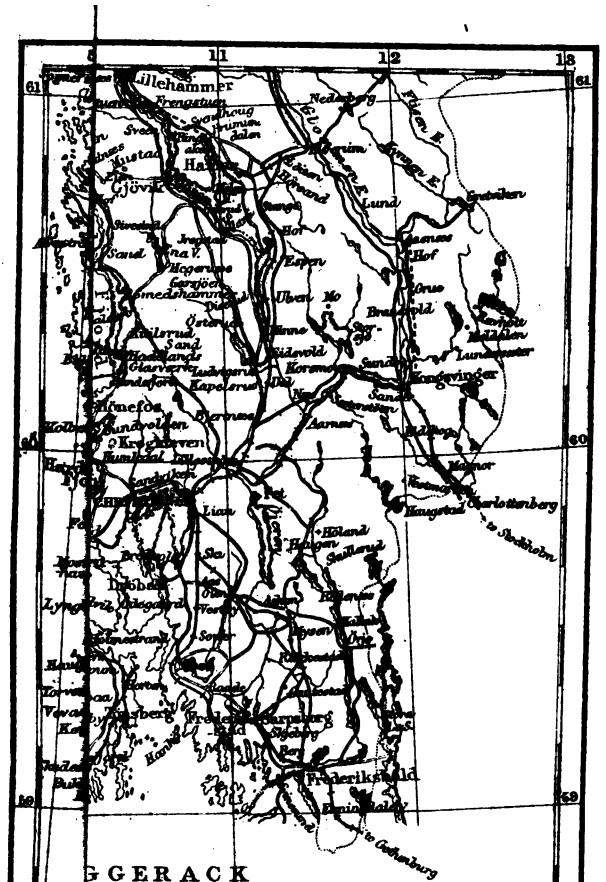
F. S. Weller.



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Hand-book Map of

ORWAY, SOUTH OF TRONDHJEM

Nº 1.

Heights in Metres

English Miles.

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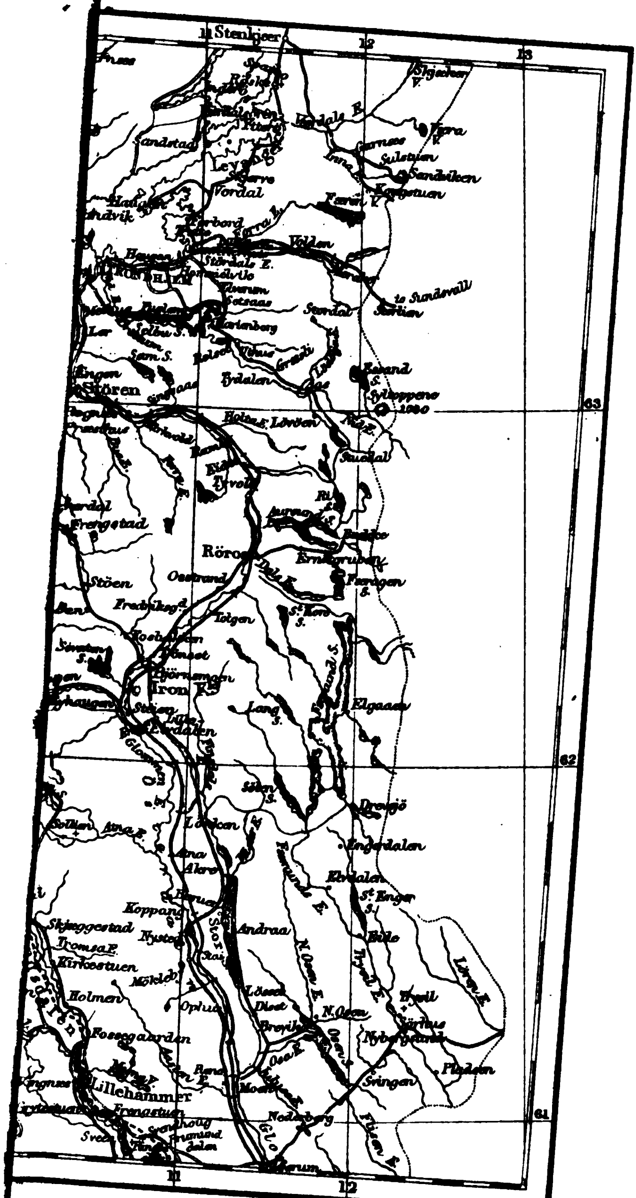
Kilomètres.

0 5 10 20 30 40 50 100

F. S. Weller.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Vordal
Sandstad
Volden
Stördals E.
to Sundsvall
Marienberg
Tydalen
Stören
63
Lövöen
Röros
Oestrand
Stöen
Tolgen
Elgaaen
62
Dragsjö
Engerdalen
Koppang
Andraa
Skjeggestad
Kirkestuen
Holmen
Fossegaarden
Lillehammer
Nybergsund
Sringen
Pladsen
61

F.S.Weller.

Section III

THE NORTH OF NORWAY

ROUTES.

[The names of places are printed in *italics* only in those Routes where the places are *described*.]

Route		Page
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38.	Trondhjem to Namsos, *viâ Levanger* and *Stenkjær*, by str. and road	162
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40.	Namsos to *Mosjöen* (*Vefsen*), by str.	167
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43.	Bodö to *Tromsö*, by str.	175
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45.	Hammerfest to *Vardö* and *Vadsö* (*Varanger fjord*), *viâ* the *N. Cape*	181

ROUTE 36.

GREAT BRITAIN TO TRONDHJEM.

(By sea.)

[The North of Norway.—The tourist stream to Norway is extending more and more to the N., attracted principally by the glories of the Midnight Sun. Other interesting objects for a visit to this remote and unique part of Europe are, however, gradually being opened out by the development of steam navigation, the extension of roads, and the improvement of hotel accommodation. With the exception of a few great salmon rivers, such as the *Alten*, the *Tana*, and the *Pasvik*, which have been known to British sportsmen for half a century, the fishable waters of Nordland and Finmarken are still but little utilised. Equally worthy of exploration are the mtns. (for *reindeer-shooting*) and the lakes and rivers (for *fishing*) that border on Sweden, or that lie between the Norwegian frontier and the Gulf of Bothnia. The discomfort of meeting with *mosquitoes* must be provided against in the manner suggested in the chapter on Sport (*Introduction*).

Those who visit Northern Norway will be struck with the mtn. forms of the *Lofoten islands*, the peaks and aiguilles being indescribably grand. The scenery on the mainland coast is also stupendously fine, although bare and bleak. In clear weather, the great *Fondalen* snow-fields are visible, and many superb glaciers will be seen branching down seawards. In the neighbourhood of *Hammerfest* the scenery declines in grandeur, but it revives in another form at the N. Cape, which is but one of a series of dark headlands standing out as perpendicular cliffs 800 to 1000 ft. high, some of them being tenanted by countless flocks of every variety of seabird. The voyage and travel inland give opportunities of visiting encampments of Laplanders, and of meeting many "fisher Lapps," as distinguished from those who pursue nomadic occupations.

But the real magnificence of Norwegian scenery cannot be explored merely by a voyage along the rock-girt coast of the country. It is to be found rather in the minor fjords that branch off from or terminate the larger, monotonous estuaries.

It is a remarkable feature that, even in the Varanger fjord, so desolate in appearance, there are branches that lead to lovely, wooded districts only a few miles inland.]

[Voyage to Trondhjem.—(Consult *Introduction*, local time-tables, and advertisements as to sailings and fares, which vary every season and each year.) The most stable line is that of Messrs. T. Wilson, Sons & Co., of Hull, who run strs. weekly to Trondhjem. Special tourist yachts, Norwegian and British, also sail frequently from British ports to Trondhjem. The course is usually to *Stavanger*, whence the strs. coast and have the advantage of the fine scenery described in Section II.]

The distance from the Humber to the coast of Norway in this direction

is 756 Eng. naut. m., and the time occupied, including a stoppage at Stavanger, is 70–72 hrs. The coast is made in the vicinity of *Bremanger* and *Statland* (see Rte. 30), off the entrance of the *Nordfjord*, about 130 Eng. m. N. of Bergen. With a rough sea, or in unsettled weather, the regular strs. invariably take the inner lead, N. of Bergen, and coast along in smooth water. The scenery varies considerably, and, while always interesting, is in several places magnificent. (See Section II.)

Passing under the walls of Munkholmen, the str. reaches its moorings at

TRONDHJEM. * **Lat. 63°25′ N. Pop. 25,060.** *Brit. Vice-Consul* and *Amer. Cons. Agent.*

HISTORY.—This city, now the second capital of the kingdom, was founded on its present site, near the ancient royal manor of Lade, in 996, by King Olaf Trygvesön, under the name of *Nidaros* ("mouth of the Nid"). It held an important place in early Norwegian history, and changed its name towards the end of the 16th cent. to *Trondhjem*, which originally implied a district visited by a variety of misfortunes that arrested all progress. The modern interpretation of that name as "the home of the throne" is therefore as incorrect as the appellation of "Drontheim" given to it in the days of the Hanseatic League, and still persistently reproduced in many publications. Falling into decay after the death of its founder, it was re-established in 1016 by St. Olaf, who was originally buried on a spot where a wooden ch. was later erected and eventually replaced by an edifice of stone. This became, after many additions and alterations, the cath. and metropolitan ch. of Norway.

The importance of the city, as the royal residence until the latter part of the middle ages and as the capital of Norway down to the time of the union with Denmark (14th cent.), decayed more especially after the Reformation. In 1532 it was entirely destroyed by fire, while in 1564 it was occupied by the Swedes, in 1566 visited by the plague, and in 1599 again almost laid in ashes. Another visitation of the plague occurred in 1600. The "Lehn" (fief) of Trondhjem having been ceded to Sweden in 1658, the city was besieged and bombarded, with great damage to its buildings, by a Norwegian army of 3,500 men, to which it surrendered. Several other fires in the 18th cent., and conflagrations more especially in 1841 and 1842, were disastrous to the citizens and gave to the city the cold, modern, and uninteresting aspect which the traveller will recognise in its topography.

Trade.—In 1890 the principal imports at Trondhjem amounted to nearly 25,000 tons in quantity, and to 54,000*l.* in value—one of the chief items being coal from Great Britain; while the principal exports (dried and salted cod, &c., fish-oil, &c.) were nearly 7,000 tons in quantity and 78,000*l.* in value.

TOPOGRAPHY.—The city (see *Plan*) occupies a small peninsula formed by the winding *Nid* river, which bounds it on the S.E. and W., while its N. front lines the shore of the Trondhjem fjord. It consists of wide, straight streets flanked by brick or stone houses, mostly 2-storeyed, although there are several public buildings of a more pretentious character. In the outlying quarters wooden houses still abound.

The great market-place (*Torvet*) occupies the centre of the city, through which the *Munke st.* runs nearly N. and S., from the fjord to the cath. That street is intersected at the market-place, almost at right angles, by the *Kongens st.*, which again runs parallel with the *Dronningens st.* and the *Strand st.* The best shops are in the latter street.

SIGHTS.—The first step taken by the traveller is to visit the

1. Cathedral (*Domkirke*).[1]

Reference has been made above (under *History*) to the foundation of this grand edifice, between 1016 and 1030, by St. Olaf, on the spot now occupied by one of the chapels. Magnus the Good (1036–1047) raised a small wooden chapel over the grave of St. Olaf, and, soon after, Harald Haardraade built a stone ch., dedicated to Our Lady, to the W. of it. In 1160 Archbishop Oiestein commenced the construction of a great transept W. of that ch., and probably completed it about 1183. "St. Clement's" chapel was no doubt finished at the same period. During the next 60 or 70 years the whole of the E. part of the present cath. was rebuilt, the chapter house being joined to the apse of the Lady church. In 1248 Archbishop Sigurd commenced the nave and W. end. As a cath. the edifice was completed in its full glory about the year 1300. The effects of a fire in 1328 probably soon disappeared, but after the next conflagration, in 1432, the work of restoration was not equally well carried out, the country

[1] Notice is given in the local journals of the hours when the cath. is open to visitors. During the summer they are conducted (between 12 and 2) by an authority on the various characteristics of the edifice.

having retrograded in material welfare and artistic taste. Another fire in 1531 ravaged the edifice still more, and the Reformation period was not favourable to the maintenance of the eccles. monuments of the middle ages. Moreover, pilgrims no longer brought their contributions in adoration of the shrine of St. Olaf, to whom, in the middle ages, chs. were dedicated, not only in Great Britain (notably, St. Olave's in London), but also in Normandy, Flanders, Germany, Sweden, Denmark, and even Constantinople. In fact, the shrine of the martyred saint was long one of the principal objects of pilgrimages in Europe. Further damage was inflicted by fires in 1708 and 1719. These repeated disasters will fully account for the state of ruin and neglect with which the present eminent director of the work of restoration (architect Christie) has had to deal.

Before describing the edifice in its present condition, it may be of interest to mention that competent authorities consider that the architecture of the oldest parts of the cath. is in every respect similar to, if not richer than, the best Norman architecture in England. The architecture of parts that are next in date, in Early English, is equally similar to the best originals, with all its characteristics of toothed ornament, water moulding at base, &c.

Many of the old Norwegian kings of the 11th and 12th cents. were buried in the ground covered by this cath., and 4 of them were crowned in it (1299, 1449, 1450, and 1483). Under the present constitution, coronation must always take place within its walls. The last instances on which such ceremonies took place were in 1818 (Carl Johan), 1860 (Charles XV.), and 1873 (the now reigning monarch, Oscar II.)

The cath., cruciform in shape and built of a dark slate-coloured stone of great hardness, locally quarried, stands at the S. extremity of Munke st., and, not only for its length (335 ft.), is certainly the most remarkable eccles. building in Scandinavia. The W. end, completed A.D. 1300, with its 2 towers and a frontage of 125 ft., is still in ruins. Its architecture was, like that of the E. end, in the pointed-arch style. Two or three stone statues of saints, which originally adorned its *façade* in great numbers, have alone survived, but in a very mutilated condition. This part of the edifice is used as a workshop during the restoration, towards which the Storthing makes an annual grant, supplemented by contributions and donations, to which no traveller can refuse to add.

At the E. end, where the foundations are evidently not quite horizontal, the work of restoration was completed in 1890, and in the following year it was used for divine service. This part of the cath. is now resplendent with its slender columns supporting the *Triforium*, or gallery between the vaulting and the roof, and the richness of its decoration cannot fail to impress the visitor. It consists of 3 naves, the outer walls of which, long crooked, have been scientifically restored to the perpendicular. On the S. side is the splendid "King's entrance," one of the most beautiful parts of the cath.

The octangular termination of the *Chancel* (built 1250), now restored and exposed to view, had always been the most richly decorated part of the edifice. Its architectural details are remarkable for execution, beauty, and purity of style, as is likewise the new *High altar*, over which is a fine cast of Thorvaldsen's noble statue of our Saviour, the gift of the sculptor. The altar is surrounded by light pillars and open arches extending to the roof. In the middle ages the silver shrine of St. Olaf, richly decorated with jewels, stood on the high altar, in the centre of the chancel. It was plundered at the Reformation, and in 1567 the body of the saint was re-interred, either within the cath. or in its immediate vicinity. A good view of the *Octagon* is obtained by ascending to the triforium by a winding staircase in the small tower at the S. side, and a further climb brings the visitor to the "balcony," or beautifully arched openings in the wall that separates the octagon from the rest of the building. At the bottom of the same tower is *St. Olaf's Well*, the water of which is traditionally supposed to rise from the spot on which the martyr was first interred. The rich and graceful elegance of the octagon is best seen from the E. end of the cath., notwithstanding the nearness of the object to be admired. The exterior of the octagon is also very striking.

The 3 small square chapels projecting from the E., W., and S. sides of the octangular termination, are masterpieces, now restored in the later pointed-arch style. Archbishop Erik Valkendorf's arms (1510–1522) are cut in stone in some places within the chapels. The "Archbishop's door" is at the S.E. angle of the octagon.

Of high architectural interest is the **Chapter-house** (*Kapitelet*), a small building on the N. side of the E. end, connected by a passage with the octagon. This is an unusually fine specimen of the transition period between the use of rounded and pointed arches. In Fergusson's *Architecture*, it is described as the glory of the cath., and as resembling externally our Early English in style, while in plan and position not unlike "Becket's crown" at Canterbury. "Internally it is a dome 30 ft. in diameter, supported by columns arranged octagonally: all the details correspond with those of the best Decorated."

The N. and S. *Transepts*, together with the great *Tower* between them, are in process of restoration. The northern transept is in a pretty and perfect rounded-arch style, with a *Triforium*, and is well preserved, although most of the columns with which it was adorned have long been replaced by wooden supports. By ascending to the triforium, the great tower can be mounted for a good view. On the E. side is a 2-storeyed chapel. The lower one is entered from the body of the cath., through a rounded arch richly ornamented with zigzags; the upper one from the triforium.

In exact uniformity, but not equally well preserved, is the S. transept, called the "Lagthing," because that popular assembly used to deliberate here in the 18th cent. It was long separated from the rest of the edifice by a wall, now taken down. Here also is an interesting chapel, similar to the one in the N. transept. It was converted into a mortuary chapel by Thomas Angell, a merchant of Trondhjem, who bequeathed a large property to his native city. This part of the cath. is entered from the N. transept, through a small restored portal.

The modern *Spire* at the E. end will remain out of proportion with the rest of the edifice until the main tower is restored. It can be ascended for a fine view over the town and harbour.

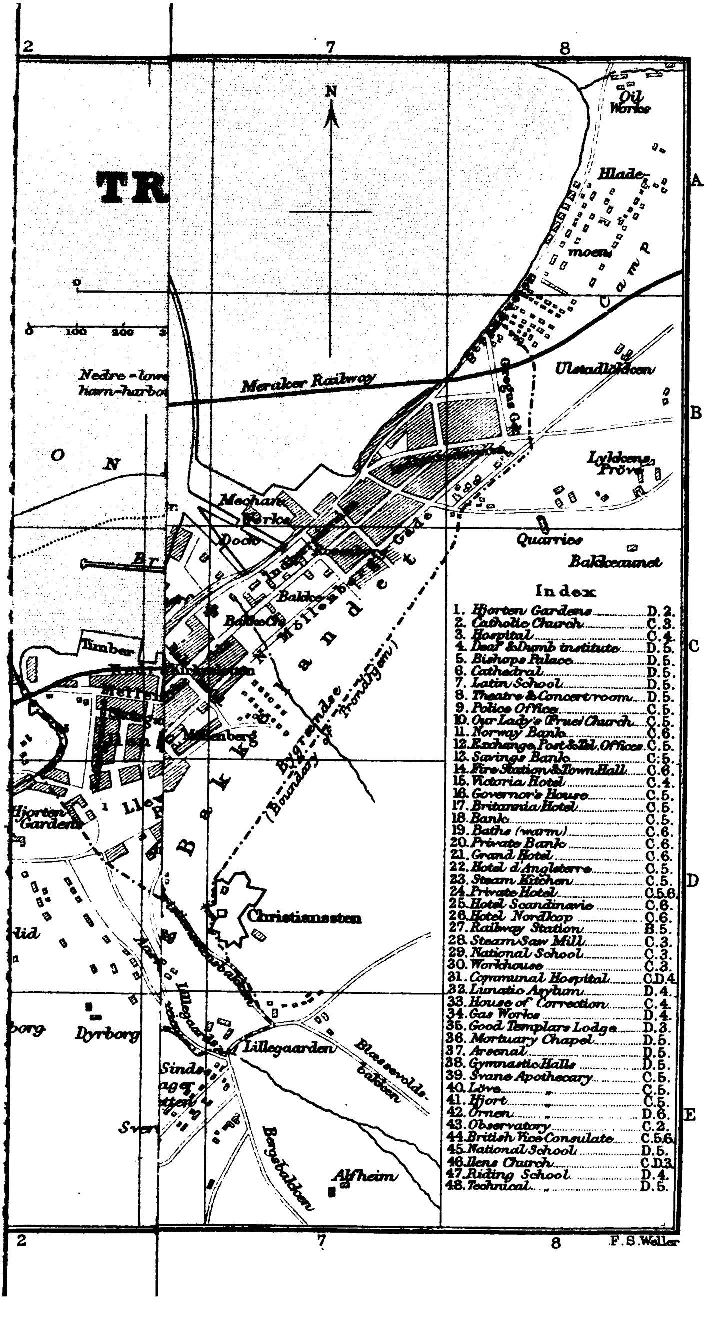
Through an avenue of trees in the pretty *Churchyard*, a pleasing view will be obtained (from the N. door of the transept) of the blue waters of the fjord, the Munkholmen islet, and the mtns. on the opposite side of the bay. Close to the cath. is

2. The **Arsenal**, with some remains of the ancient royal residence (*Kongs-gaarden*) and of the old archiepiscopal palace, which, with the adjoining grounds, are now occupied for military purposes, the naval portion of the arsenal having been removed to Horten in the Christiania fjord. An interesting collection of old Norwegian weapons is shown here.

3. Another large *Ch.* at Trondhjem is that of Our Lady (**Vor Frue-kirke**), of which some of the walls belonged to an ancient Roman Catholic edifice. It is in the Kongens gade, and is worth entering in order to notice the singular effect of the opera-box-like pews piled one above the other to the ceiling.

4. In a small "park" adjoining this ch. stands a **Statue** (by *Bergslien*) of **Peder Tordenskjold**, the famous admiral, who was born in this city, 1690.

At the corner of the Munke and Dronningens gade is the **Stiftsgaard**, a large 2-storeyed wooden edifice, the residence of the royal family when here for the coronation or during a visit. As implied by its name, it is partly occupied by the governor of the eccles. prov. of Trondhjem.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Camp
Nedre-lowe
havn-harbo
Meråker Railway
Ulstadløkken
O
N
Mechan. Works
Dock
Løkkens Pröve
Quarries
Bakkeaunet
Bakke
Bakke Ch.
Timber
Møllenberg
Hjorten Gardens
Christianssten
Dyrborg
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Blaesevolds-bakken
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5. The **Royal Norwegian Scientific Society** has erected a building to hold its *Library* and *Collections*. The former is composed of about 50,000 vols., accessible to the public. It is the richest library in Norway after that of the Christiania University.

The *Collection of Antiquities* (principally from the Nordenfjeldske part of the country) is a very comprehensive supplement to the museums at Christiania and Bergen. It is open daily in summer, as is also the *Zoological* collection, in which are interesting specimens of the birds of Norway.

A **Stav-ch.** (about 700 years old) has been re-erected in the grounds of the Scientific Society.

6. Several charitable **Institutions** in various parts of the town are due to the beneficence of *Thomas Angell* (see "Cathedral").

The city contains a large engine-factory (on the banks of the Nid), several breweries, distilleries, paper-mills, and shipbuilding yards.

7. The pride of the citizens is not so much in their public buildings as in the splendid works along the shore of the fjord which protect the new *Harbour*. The *Stats.* of the 2 *Railways* (to Christiania and to Stockholm) are in the immediate vicinity of the harbour quays.

Beyond the suburb of **Baklandet**, on the rt. bank of the Nid, the city is commanded by a chain of hills, and on one of them, about 20 min. walk from the bridge, is the old fort or citadel of **Christiansten**, erected 1680. The ugly white powder-magazine within its walls is a conspicuous object from all parts of the fjord; there is nothing to be seen in it, but the ramparts afford a good view of the city. The military importance of the fort has disappeared. It is now used only as a saluting and fire-alarm battery.

ENVIRONS.

(*a*) **Munkholm** (20 min. by rowing-boat, fare 1½ to 2 kr.) (No permission required, but the soldier who acts as guide should receive a small fee.) This small island rock stands opposite the city, in the centre of the fjord. The fortifications date from 1659. Canute the Great (1028) founded a monastery of Benedictines here, the first of that order established in Norway. A low round tower is all that remains of it. In a small gloomy chamber in it the prime minister of Christian V. of Denmark, Count Peder Griffenfeld (Peter Schumacher), was immured from 1680 to 1698, dying in Trondhjem shortly after his release. A small tablet in an embrasure bears the name and date, and marks the position of a deep rut which he made by pacing up and down, but the wall and flooring have been repaired. This fortress has been dismantled, and there are only a few men on it to attend to the lighthouse and to the few guns used for salutes. Some of the old cannon and gun-carriages are exposed. The view on all sides over the fjord from the grass-grown ramparts is exceedingly pretty. It is still the dark solitary rock which Victor Hugo has described in his "Hans of Iceland."

(*b*) **Lerfossen** (5 kil.) Two beautiful falls, formed by the Nid, S. of the city. The lower fall—**Lille Lerfos**—is about 105 ft. high. The upper fall—**Store Lerfos**—nearly 1½ kil. beyond, is smaller and less grand. The local Tourist Association has made a road by which these waterfalls can be closely approached, and also built a *tourist-hut*. The *salmon-fishing* in the pools below the lower fall is sometimes good, and available on application locally. Furnaces for smelting copper, chrome-works, saw-mills, &c., are driven by the water-power of the falls.

These are the best of the 8 falls which the river Nid makes in its course of 24 kil. from Lake **Sælbo**.

It is a pretty excursion up this valley and across the lake from **Teigen** to *Kvello*, and thence by land to **Stjördal**, on the Trondhjem fjord, and back to the city by land or water.[1]

(*c*) To **Sælbo (Selbu)** and **Tydalen.** This excursion can be made in a couple of days.

From *Heimdal* stat., on the Christiana rly., **Teigen** can be reached on foot, or by carriole from *Esp* posting-stat. to *Brettun* (17 kil., pay for 21), both places being at the W. end of the *Sælbo-Sjö*, about 30 kil. long, on which a small str. plies almost daily.

At the S.E. end of the lake, near Sælbo ch., are Marieborg and the **Sælbo Sanatorium** * (Kvello farm), much frequented for the salubrity and beauty of its situation, and for the cheap and good accommodation it affords.

Hence the picturesque and well-cultivated *Tydal* valley can be reached. In 1718 the greater part of a Swedish army, retreating from Trondhjem, was frozen to death on the Tydal mtns.

(*d*) **Graakal**, a mtn. 1840 ft. in height, about 11 kil. W. of Trondhjem, commands a fine view, and can be ascended (without a guide) in about 5 hrs. there and back.

In addition to many others, charming excursions may also be made by boat up the Trondhjem fjord, and also down it to the sea-coast, where the wild-fowl *shooting* is good.

Travellers who, on going northwards, intend to *land* on the coast for fishing or shooting, or for exploring the interior, should take with them from Trondhjem such store of preserved meats and wine, &c., as they may require. A few candles in the latter end of Aug. or the beginning of Sept. will be found of use.

[For *communications* with the N., and for the rly. to Stockholm, see time-tables and the succeeding Routes.]

[1] For details of these and other excursions consult the English edition of *A Guide to Trondhjem and its Environs*, published by the local Tourist Association.

ROUTE 37.

TRONDHJEM TO STOCKHOLM.

(By rail.)

[Distance to Stockholm 854 kil.; fare 47 kr.; time 59 hrs. From the middle of June to the end of Sept. a through train runs in 31½ hrs. The Norwegian section of this line ends at *Storlien*, 106 kil. Fare 5.30 kr. and 5.84 kr.; time 4¼ hrs.]

From the central stat., close to the steamship quays, the line crosses, by a swinging bridge, the *Nid*, and soon passes **Lade Ch.** (l.) W. of it is a site of the same name anciently occupied by the residence of the Earls of Lade, but on it only a large wooden building is now to be seen. Being only 3 kil. from the city, *Lade* is frequently the object of a walk, principally for the sake of a fine view of the fjord. The first stat. is

Leangen (3 kil.), beyond which *Rotvold lunatic asylum* is passed. The line winds along the bays of the fjord, on the opposite (l.) side of which pretty hamlets will be seen. A stoppage is made at

Ranheim (7 kil.) A cellulose wood-pulp-mill, a flour-mill, and other factories are established here. A short way beyond, the *Frosten* and *Auran* fjords open out, and after passing through a long cutting the train again draws up, at

Malvik (15 kil.) With the *Ch.* of that name to the rt., the shore of the fjord is still skirted, with a view of the *Forborfjeld* (1935 ft.) and *Stjördalshalsen* to the l. on the other side of the fjord. At the head of a bay is the stat. of

Hommelvik * (23 kil.) There is a considerable export here of timber from Sweden; also smelting works.

[A zigzag road leads hence to *Viken* (12 kil.); *Fuglem* (12 kil.); and *Marienborg*, on *Selbu lake* (7 kil.) (see last Route).]

There is a lovely view here of the fjord. On the other side of the bay rises the *Gjevingaas*, under which the line, blasted out of the rock, passes. At the end of a short tunnel, the broad *Stjördal* valley opens out, and the train soon stops at

Hell (32 kil.) A bridge spans here the mouth of the *Stjördals-elv*, in which is good *salmon-fishing* (see "Sport," in *Introduction*). At the back of the *Stjördalshals* (2 kil.) will be seen the *Forbordfjeld* already mentioned.

[A posting-road here (N.) to **Levanger** (see next Route), and S. to **Selbu** (see previous Route).]

Værnes ch. will next be passed on the rt., and *Lunke chapel* on the l. bank of the river, the l. side of which the line follows, opening out striking views of the wide valley, to

Hegre (42 kil.), where there is a ch. of the same name. The line winds up the valley past several large farms. Contracting where the *Forra* falls into the *Stjördals-elv*, it widens again at

Floren (57 kil.) Beyond this stat. the valley again contracts, forming occasionally recesses occupied by farms. Rivulets come down the sides of the valley, partly in small cascades, through deep gullies worn in the rock. The *Reinaa* falls on the l. into the valley, which is very narrow up to

Gudaa (72 kil.), where the river of that name is crossed. Beyond, the train is carried over the Stjördals-elv by a long bridge, and after passing through a tunnel it ascends with a long curve and, crossing the *Lilleaa*, runs on to

MERAKER (81 kil.), alt. 720 ft. This is a very pretty and thriving-looking hamlet, with one of the most beautiful and impressive views on the line. The surrounding wooded hills are low, but there are mtns. of some height in the background. There is an old copper-mine in the valley.

[*Shooting and Fishing.*—In this neighbourhood is the large estate of Statsraad Astrup. The *elk-shooting* and the *salmon* and *trout fishing* on it are excellent. At present leased.]

From this stat. the line ascends considerably. To the l. will be passed the valley of the *Daleaa*, after which the *Kobberaa* will be crossed, with the *Fonnfjeld*, *Midtfjeld*, and *Mandfjeld* in view. The *Tevla* issues out of the *Tevldal* to the rt., flowing partly through a pretty pine-forest. In the background of that valley will be visible the *Snasahögarne*, in Sweden. There is a small stat. at *Torvmodalen*, and soon the last farms in Norway will be passed. The *Skurdalsaa*, which rises in the *Skurdalsjö*, above the *Skursdals port*, will be crossed, and in a narrow part of the valley the Swedish frontier will be traversed (102½ kil. from Trondhjem) at a height of 1948 ft. above sea-level. The boundary is marked by a broad cutting in the pine-forest, seen from either side of the carriage.

The train then approaches a high precipice on the bank of the Tevla, which forms a small waterfall called *Helvetet*. The river is crossed several times before the train reaches

STORLIEN * (106 kil.), the first stat. in Sweden, where luggage is examined. *Buff.* good.

[For excursion to the grand *Skurdalsport* (3 hrs. there and back), and for remainder of journey to Stockholm, see *Handbook for Sweden.*]

ROUTE 38.

TRONDHJEM TO NAMSOS, *viâ* LEVANGER AND STENKJÆR.

(By str. and road.)

[Distance, 213 (210) kil.; approximate posting-expense, 41 kr. The posting-road ("fast" stats.) can be joined from Hell stat. (see last Route). It is less fatiguing to take the daily str. to *Levanger* (4–4½ hrs.), or even to *Stenkjær* (10 to 12 hrs.) (For strs. consult Bennett's time-tables.) The scenery is more enjoyable by the sea-route.]

1. Posting-route to LEVANGER, STENKJÆR, and NAMSOS.

Leaving Trondhjem on the E. side, the road continues near the S.E. bank of the vast Trondhjem fjord and its branches, through a rich, fertile, and highly cultivated district, but much broken with hills and masses of rocks. The road is very steep in many places. Numerous little land-locked bays are passed, which are highly picturesque. The lateral valleys, each with its river, are fine, and afford ample occupation for the *angler*. The stages are:

Haugan (15 kil.) The **Stjördals-elv** is crossed by a bridge at *Hell* (see previous Route). **Stjördal** is the largest of the lateral valleys on this side of the Trondhjem fjord. It runs about 96 kil. up the country, and its beautiful stream abounds in *trout*. *Salmon* are also caught in it.

Sandfærhus (18 kil.) The road from Haugan here is excellent. Travellers should telegraph for a conveyance to meet them at Hell. It was here that in 1612, during the war between Christian IV. of Denmark and Gustavus Adolphus of Sweden, Col. Mönnichofen, after an ineffectual attempt upon Trondhjem, landed the Dutch troops he had raised for the service of the Swedish king. He marched up this valley without opposition, seized upon and permanently annexed to Sweden the 2 provinces of Jemtland and Hergedalen; and then, moving upon Stockholm, relieved Gustavus Adolphus from a critical position and enabled him to arrange advantageous terms of peace with Denmark.[1]

From Sandfærhus a good new road leads through *Stjördalshalsen*, prettily situated in a bay of the fjord, and over a well-cultivated tract of country, with the fine *Forbordfjeld* (1935 ft.) to the rt. After a descent, another ascent is made by long zigzags to *Skatvold ch.*, whence it is only a short way to

Forbord (10 kil., pay for 11).

Vordalen (12 kil.) A road runs off here to a pretty promontory on the fjord, while the main road continues up the valley past the pretty hamlet of *Aasen*, close to the *Hammer Vand*. Next, after passing the *Nesvand*, the stage ends at

Nordre Skjerve (14 kil.)

Thence, *Skogn ch.* will be passed, and *Eidsbotnen*, a bay of the fjord, reached. A large public *Hospital* will be seen at the S. end of the bay, of which the scenery is very pretty. The last part of the road is along the shore of a lake and past the large farm of *Mo*, which lies close to

LEVANGER * (11 kil.) This town (pop. 900) is built, in lovely scenery, on the E. shore of the *Værdals fjord*, a branch of the Trondhjem fjord. The harbour, which is accessible even in winter, since the fjord never freezes, is the most sheltered of all the inlets on

[1] For an account of the Scottish expedition which was to have been made in combination with the Dutch levies, see Rte. 12.

the eastern coast of the fjord, and is consequently a great place of resort for fishing-vessels. Swedes come across the fjeld in great numbers when the snow makes the transport of heavy goods practicable on sledges. The fairs, held in December and March, are attended by Laplanders and natives of Finmark, who bring to them products of the chase, &c.

[Excursions.—Many charming trips can be made from Levanger. A walk or drive (about 11 kil.) round the *Eidsbotnen* is recommended. Beautiful views will be obtained from *Hejeraas* and *Kjölaas* (whence 7 *Chs.* are visible) and from several other places at a distance of 2 to 5 kil.

Fishing.—There are numerous lakes in the mtns. to the E. where large *trout* and fine *char* can be taken. Very good fishing at the head of the Værdal (see below).

Shooting.—Bears, elk, and *ptarmigan* abundant.]

[Road to Sweden.

This runs up the rich and beautiful *Værdal* valley, along the S. bank of the *Væra-elv* (*trout*). The stats. are: *Nes* (14 kil., pay for 15); *Garnes* (11 kil.); and *Sulstuen* (19 kil., good quarters). From Garnes the road follows the course of the *Inna* river, up a narrow glen.

From Sulstuen, one of two roads can be taken: (1) over *St. Olaf's bridge* across the Inna, which flows out of *Inna lake*, to *Sandviken* (15 kil., but pay for 18 kil.), and thence across the frontier to *Mælen* in Jemtland (17 kil., pay for 19); (2) by the older (not equally good, but more frequented) road to *Skalstugan*, in Jemtland (good quarters), and thence by way of *Stalltjernstugan* to *Dufved* rly. stat., about 60 kil. from Sulstuen. *Lapp encampments* are generally to be found in summer in the neighbourhood of Skalstugan, whence a mtn.-path leads to the *Skalsjö* (at an elevation of about 1900 ft.) That lake is crossed by boat to a point whence (with a guide) the Lapps will be sought. Travellers should be provided with veils, gloves, &c., against mosquitoes.

Another fine excursion can be made from *Sulstuen* by a mtn.-path to *Færsdalen*, at the E. end of the *Færsjö* lake; quarters (with *trout-fishing*) at *Nöstmö*. Near the lake are the *Kjölehaugene* (4100 ft.) and *Hermansnas* (3400 ft.) On its N. bank are the remains of entrenchments thrown up during the Swedish invasion in 1718. It is an easy day's walk hence (and a fine excursion) to *Meraker* rly. stat. (see preceding Route), *viâ Bratbakken*, E. of the *Fundsjö*.]

From Levanger the road is flat. After a slight ascent the fine *Værdal* comes into view. The soil becomes very good, and the country less rugged. Cultivation extends in all directions, over hill and dale, and luxuriant crops are produced, including hops.

Crossing *Rindleret* (a cavalry drill-ground) and passing the road which turns off (rt.) to Sweden (see above), a long bridge over the *Værdal* river will be passed, and the end of the stage reached at

Værdalsören ✱ (12 kil.)

[From **Værdalsören** a road leads E. to Stiklestad (4 kil., pay for 5 kil.), a hamlet of large well-built farms, and celebrated in Norwegian history as being the place where St. Olaf was slain in battle, A.D. 1030. A stone *Obelisk* to his memory will be seen on a hill, a little to the rt., whence a pretty view is obtained, particularly of the large *Ekle* farm.

The *Ch.* at Stiklestad is of stone, and of the 12th cent. The S. entrance has a fine round arch, with peculiar fillet ornaments, similar to those in the transept of the cath. at Trondhjem. The vestry-door is ornamented in the same manner.

The altar stands on the spot on which St. Olaf was killed.

The distance hence to *Stenkjær, viâ* Leksdalen, is about 27 kil., and therefore shorter than by returning to Værdalsören and rejoining the main road.]

From Værdalsören the road runs along level ground, passing a road (l.) which leads to *Tronæs* (a stat. of the strs.), and another that runs to *Stiklestad*, through the *Leksdal*. Skirting the fjord, *Salberg* ch. (8 kil.) is reached. Hence is a road to *Inderöen*. To the l. of the ch. is *Hylla* (also a steamship stat.), where a fine view is obtained of the fjord, the shore of which is now left. The stage ends at

Roskje (13 kil.) The new road runs past *Sparbuen* ch., the site of a heathen temple. It then runs W. to the *Beitstad fjord*, the shore of which is kept for some distance. The stage ends at

STENKJÆR ✱ (17 kil.) This is a prettily situated town (1800 inhabitants), divided by the *By-elv*, which runs out of the grand *Snaasen-vand*, and in which the *trout-fishing* is good.

Stenkjær is the terminal stat. of the Trondhjem str. (see below).

[A road runs hence to the *Snaasen-vand*, which, having an area of 30 sq. m. and a length of about 37 kil., is the eighth in size among Norwegian lakes. Surrounded by fine mtns., and affording good *trout-fishing*, it is well worth visiting. The road passes by farms, and *Fossum*, a pretty place between the *Reins-vand* and the *Fossum-vand*. The l. shore of the latter is kept to **Sunde** (11 kil.) Good quarters. Hence a str. runs up the lake to **Sem** (good quarters) in 4½ hrs., stopping at several places. The chancel in **Snaasen** (*Snasa*) ch. (1 hr. there and back) is old, but the rest of it was erected in 1869. There is a pretty view from the ch. From Sem the traveller can drive to (11 kil.) **Gravbrot** (good quarters), where there are 2 pretty waterfalls. Here a horse can be hired (1.50 kr.) to take him in 2 hrs. to *Blomstsæter*, where a tourists' hut with 4 beds will be found. The *Andorfjeld* (2795 ft.), rising above the sæter, can be ascended in 2 hrs. Splendid view from its sæter of the *Snaasen valley* and *lake*. The fishing in the neighbouring *Skörsjö* (730 ft.) is rented by the *Indhered Tourist Association*.

The road from Stenkjær to **Fossland**, in *Namdalen*, is 114 kil. long (posting about 21.50 kr.) It is the shortest way to the *Fiskem-fos* in the upper part of Namdal (see next Route). For other *Views* the best points are *Offenaasen* (1145 ft.), *Skjöftehaugen*, and *Vaatabakken* near Stenkjær.]

From **Stenkjær** the road to Namsos ascends gradually in pretty scenery, mostly through pine-forests. A splendid view is obtained at *Egge ch.*, beyond which a pretty valley is entered. After passing **Kvam** and **Sæli** farms, the fjord is lost to view. Skirting the *Rongstadvand* a pretty view will be had from an elevation in the road (at about 6 kil. from the stat.) of *Lömsen* lake. The road to *Snaasen* (see above) now runs off to the rt., the main road continuing through forests and over marsh lands, with occasional large farms, until it begins to dip (affording a pretty glimpse of the *Beitstadfjord*) down to

Östvik (15 kil., pay for 17). Hence the fjord is skirted to *Molde* bridge, where the road curves round the head of the fjord, with *Fosnæs* on a considerable height to the rt. The shore of the *Beitstad-fjord* is next followed to **Osen**, at the most northerly extension of the Trondhjem fjord, and then a small river as far as *Sprötten* farm, where a descent is made into the hollow of a valley. Hence to a bridge at *Torning*, where the road begins to wind in long zigzags, and then crosses a large marsh, with farms on either side of the valley, to

Elden (15 kil.) Good quarters. The traveller has now reached the *Namdalseide*. A good deal of bog-land is passed on the next stage. *Elden* (*Aas*) ch. will be seen to the l. The *Aargaard* river will be crossed to *Aargaard* (12 kil.) in pretty scenery, and thence to *Aasnæs*, where the *Lyngen fjord*, a small branch of the *Namsen fjord*, will be approached. Thence along the fjord and up a hill to

Rödhammeren (17 kil.) Namsos can be reached hence by boat in about 5 hrs. (10 kr.) Leaving this pretty place, the road runs over hills (some heavy) to

Bangsund (16 kil., pay for 22). The distance by water to Namsos is 12 kil. A branch of the Lyngen fjord is crossed here on the way to

Spillum (17 kil.) Travellers often prefer to take a boat hence to Namsos (3 kil.) or to drive only to *Strömhylla*, where there is a ferry across the Namsen river to

NAMSOS * (8 kil.) (For description see next Route.)

2. Str. to Levanger and Stenkjær.

From Trondhjem the str. steers past *Ladehammer* into the broad *Strindefjord*, where (l.) will be seen the mouth of the Stjördal, with the conspicuous white tower of *Værnæs* ch., as well as *Hommelvik*, *Gjevingaas* and *Forbord* mtns. This is sometimes a rough part of the passage, but smooth water is reached between the point of the *Frosten* penin. and the desert island of *Tautra*. A little higher up will be seen the ruins of an old monastery, secularised after the Reformation. A stoppage is made in 1½ hr. at

Holmberget, where passengers alight for **Frosten**. The road to *Vordalen* (see above) runs hence.

After passing *Faanæs* and steering along the E. coast, the str. stops at

Vestran, in a pretty bay, with a view of *Ytterören*.

Ekne ch. is next sighted, and the fertile and smiling district of *Indhered* reached. The str. then crosses over to **Ytterören** island, on which are copper-mines, first worked in 1520, and stops either at

Naust on the W., or (in 3¾ hrs. from the city) at

Hokstad. Some of the strs. stop at places on the W. shore of the fjord, especially at **Leksviken**, in a pretty bay dotted with large farms. In the latter case they steer direct from Holmberget, or stop at **Vanvik** and **Hindrem**. From Leksviken, the direct course to *Stenkjær* is along the W. coast, and to the W. of *Ytterören*. Stoppages are made in a bay on the mainland at *Mosviken*, from which point the Skarnsund is entered.

From **Ytterören**, where a view will be obtained of the *Skjækerhat*, the fjord is crossed to

Holsanden, in a bay on the mainland. Thence along a flat, well-cultivated coast, on which will be seen *Alstahaug ch.* A point is at last rounded, and a course taken to the rt., towards Levanger. Sometimes the str. steers direct from Hokstad for

LEVANGER (about 4 hrs. from Trondhjem). The scenery is now charming, and on a fine summer's day not to be surpassed in beauty. A stoppage is made at *Skaanæs*, close to *Rindleret* (see Posting-Route), and sometimes at *Værdalsören*, the valley of that name opening out occasionally. Thence the course is over to *Trones*, or direct to

Hylla (see Posting-Route). A view of the Trondhjemsfjord, and a glimpse of the *Graakol*. A pretty long spit of land which separates the *Borgen fjord* from that of *Trondhjem* is next rounded, and *Strömmen* (good quarters) passed on the way to

Sundnæshavn. Hence a road to the **Rolsbakkerne**, well known for the grand view afforded over *Inderören*, *Ytterören*, and the 2 fjords just mentioned. There is also a road to Værdalsören (15 kil.), and another across the fertile *Inderö* penin., past *Sakshaug* ch. and the ruins of the older edifice, to *Brakstad*, &c. From

Kjerringvik, to the rt., the *Skarnsund* is re-entered, and a stoppage made at the pretty, well-cultivated point,

Vennæs, where the *Beistad fjord* opens out. To the l. the *Værrandsund* runs far inland. A stoppage is sometimes made at *Skjelstad*. Steering to the rt., the str. stops again at

Malm, or *Kirknæsvaag*, and proceeds thence to

STENKJÆR (see above, Posting-Route).

[Occasionally the str. goes up to *Fosnæs*, at the N. end of the Beitstad fjord, where runs a road (12 kil.) to *Elden* (see above).]

ROUTE 39.

TRONDHJEM TO NAMSOS.

(By str.)

[Distance, 230 kil.; time, about 17 hrs.; fare, 12.40 kr.; board, 5.50 kr. per day. This section of the Northern Coast Route is not of much interest, and if the voyage is to be continued beyond Namsos it is advisable to take at once as much rest as possible, for the nights farther N. are very attractive in the height of summer. The mail strs. leave late at night. (Consult time-tables for sailings, which vary.) Berths should be secured on the previous day. There are *telegraph* stats. at most of the stopping-places.]

From Trondhjem the str. makes first for **Rauberget** or **Beian** (see

Rte. 35), and puts in to a considerable number of places which require no special mention. After passing the small *Garten* island, the course is inside *Fosen* (*Stor Fosen*) island. The *Örland*, with its ch., and *Adhaug* farm will be to the rt., where soon the inlet to *Bjugn* fjord is reached. To the l. will be seen the flat and bare *Tarv* islands, within which the str. proceeds after passing the high red **Kjeungen** *lighthouse*. Farther N. very little shelter is afforded by the islets and rocks to the W. The rocky belt on the other side of the *Fro-Hav* is composed of the *Fro Öer*. The str. soon turns into the

Valdersund (89 kil.) *Jössund ch.* on the E. side. Hence over a small open stretch of sea outside the mouth of the *Aafjord*, on the N. side of which will be seen high precipitous mtns. devoid of vegetation. Inside *Lidnæs* and *Stok* islands is

Stoksund. There are several large *Caverns* in this neighbourhood. An octangular *Ch.* will be seen here on the mainland. To the l. is *Almenning island*, the quarries on which supplied white *marble* for the flooring, &c., of Trondhjem cath. Crossing the *Skjörafjord*, the str. reaches the well-sheltered harbour of

Sydkrogö (*Kraakö*) (126 kil.) There is a very large *Cavern* here. Passengers will already have noticed the quaint *Nordlandsjægte*, or vessels with a peculiar raised cabin and a high prow, and rigged with a square sail and a topsail. They are mostly laden with dried fish or timber for Bergen. A continued northerly course past *Björnör ch.* and across some more open sea, brings the str. inside *Börö* island and into the small sheltered bay of

Bessaker (141 kil.) Thence, the bare coast, fringed with islets and rocks, is kept close on the rt., and after passing *Osen ch.* the str. stops at

Ramsö (156 kil.) Here begins the open, sometimes uncomfortably boisterous, stretch of sea called the *Folden*, which is entered after passing **Rodo light**. It takes, however, less than 2 hrs. to reach smooth and sheltered water again. In fine weather, the strs. steer inside a chain of rocks known as the *Grundene*. Rounding **Villa lighthouse**, the str. makes for

Björö (192 kil.) Oysters are found here. The white marks on the rocks (and sometimes white planks in the water) are devices for attracting salmon to imaginary waterfalls, where they are met by nets. Steaming next inside some low-lying islands, with the *Flatanger* coast to the rt., the vessel turns into the

Namsen fjord. Its shores have the same rocky character as the coast previously passed, the cliffs on the l. side being the steepest. These increase in height as the fjord is ascended, and the scenery becomes altogether prettier. Far to the E. is visible the summit of the *Gjeitfjeld*. The mouth of the *Lyngenfjord* and several small islands will be left to the rt., and, steering for *Mæranæs* headland, the str. soon runs into

NAMSOS ✻ (230 kil.) *Brit. Vice-Consul*. This is a town (1850 inhabitants) charmingly situated at the mouth of the *Namsen* river. It has been almost entirely rebuilt after a great fire in 1872, which destroyed also a wood on the hills to the W. The new *Ch.* stands on a rocky elevation in the centre of the town, from which a pretty walk can be taken along the posting-roads leading N. and E. The export trade is chiefly in timber. There are large *Glass-works* close by.

The chief attraction of Namsos is its splendid salmon-river (see "Angling" in *Introduction*), but, as all the *fishing* is leased to English sportsmen and retained in very firm hands, no casual opportunities of casting a fly are available.

Huge districts in Nordland have been leased by a Norwegian, who lets out *elk-shooting*, principally to sportsmen from Germany. (Inquire at Namsos. Charges high.)

The beautiful valley through which

the river flows will be admired on the following

[EXCURSION to the FISKEM FOS.—The starting-point for this can be either *Spillum* (see preceding Route) or *Namsos*. From the latter the stats. are

Hunn (15 kil.) The road from Spillum joins in the vicinity; **Haugum** (11 kil.); **Vie** (17 kil., a great *fishing* centre); **Fosaland** (11 kil.); and **Fiskem** (17 kil., good quarters).

The FISKEM FOS, one of the most beautiful waterfalls in Norway, is first sighted on the last stage, after ascending a magnificent ravine and reaching the old *Ch.* of *Harran*, which is owned by the English proprietor of one of the farms at *Gartland*, lower down. Steps (189) lead down (rt. of the road) to the waterfall, which is more especially worth seeing in May and June. In Aug. its volume is frequently small. The Namdalen Tourist Association has erected a pavilion from which the *fos* can be admired. Being 100 ft. in height, but not quite vertical, the further ascent of salmon is arrested here.

Mosjöen (*Vefsen*), described in the next Route, can be reached from Fiskem, with much toil and discomfort, in 4 days (171 kil.) The few who will undertake this journey must consult Prof. Y. Nielsen's *Reisehaandbog*.]

ROUTE 40.

NAMSOS TO MOSJÖEN (VEFSEN).

(By str.)

[Distance, 178 kil.; fare, 9.60 kr. (Consult time-tables.) Several of the mail strs. ascend the Vefsen fjord. A local str. runs up it on other days from *Sövik* and *Sandnessjöen*, when the voyage must in such case sometimes be broken.]

On leaving Namsos the str. turns into the *Sörviksund*, the heights of which are clad with pines that, farther N., are no longer seen so near the sea. To the rt. is a pretty bay, at the head of which will be seen the *Hospital* at *Alhus* (8 kil. by road from Namsos). Thence the *Rödsund*, between *Oterö* and *Jöen* (*Gjöen*), is crossed, the cliffs to the rt. having a reddish colour, whence the name of the Sound. The str. touches at

Foslandsosen (20 kil.), in a pretty bay. Some of the strs. cross thence the *Foldenfjord*, threading their way among the numberless islets and rocks to

Appelvær (25 kil.), on a small island at the mouth of the inner Foldenfjord. About 1 hr. of open sea has to be encountered here. The next stat. is

Rörvik (15 kil.), on the *Vikna* group of islands. The highest mtn.-tops on them are the *Sulafjeld* (607 ft.) and *Dragstinden* (525 ft.) The next stat. is

Risvær (12 kil.), situated and well sheltered between low islands. A little beyond (l.) is *Lekö* island. Passing inside the latter, the traveller will see on its S. side *Lekömöen*, a curiously shaped mtn., traditionally representing a giantess whom the *Hestmand* (see next Route) wooed without success. The arrow he launched against her was intercepted by a friendly hat (now *Torghatten*), while the arrow remains as an upright stone on one of the neighbouring islands, the sun having through the hole in the hat petrified the lady as well as the arrow. She is conventionally saluted by those who pass by. The str. sometimes stops at *Skei* farm, where there is a large barrow, partly disturbed. The next stat. is sometimes

Gutvik (26 kil.) This is the last stat. in the prefect. of N. Trondhjem. A road (11 kil.) runs across to the *Bindal fjord*. The southernmost (the *Norske Buk*) of the 3 pointed *Heilhornene* mtn.-tops is the highest seen at the head of a valley to the rt. of Gutvik, and is sometimes covered with snow late in the summer. *Torghatten*, and the snow-sprinkled *Seven sisters* beyond, have already been in sight. The *Melsten fjord* is next crossed. *Melstenen*, the small island to the rt., was anciently,

according to a legend, inhabited by a piratical couple. Next is the *Bindalsfjord*, which spreads out in many branches, one of which is the wild-looking *Tosenfjord*. It is ascended by a local str. from *Brönnö* (see below), several times a week, as far as *Teraak* and *Heilstad*. The *salmon-fishing* here is good. The S. boundary of *Nordland* is reached at *Helgelandsfiæs*.

After passing *Kvalö* (at which some of the strs. stop), the snow-capped *Flaafut* will be seen to the rt. on the mainland, and next to it the high, precipitous *Hallangsklöv*. Steering into the *Torgfjord*, the str. occasionally enters the charmingly situated and excellent little harbour of

Sömnæs (38 kil. from Gutvik). The *Trælnæshat* can be ascended with a guide in about 4 hrs. This is the best starting-point for a special visit to *Torghatten*, the hole in which is seen as the str. proceeds N. of Lekö. The tourist strs. anchor off *Torget*, one of the most famous islands in Nordland, and on which is the great object of interest at this part of the voyage, viz.:

TORGHATTEN, or the "Hat of *Torget*" (after the name of a family which held as far back as the 14th cent. the farm of Torget on the island), has at a distance (from near *Lekö*) the appearance of a broad-brimmed hat, which has given rise to the legend above related (at Lekö). The island is a gigantic rock of gneiss rising to a height of about 825 ft. At half its height it is perforated by an orifice through which the light is seen, and which appears to have been produced by the degradation of a mass of mica in the gneiss of the rock. It has also been suggested that its original formation is due to the action of the waves when the sea stood at that level, an enlargement having later been produced by disintegration. The whole length of the tunnel is 540 ft., and its smooth, partly vertical walls give to it a height that varies from 65 ft. to 230 ft. From the opening, the floor of the tunnel sinks considerably, and after a flat piece rises again towards its other extremity. The southern opening, which is like a gigantic ch. portal, affords a remarkably fine view of the rocky islets to the S. No traveller, if he have the opportunity, should omit a visit to this wonderful cave. Access is easy enough by a well-trodden path, though made partly over marshy ground, and necessitating at last a slight ascent over boulders. It is not fatiguing even for ladies.

Steering now through the *Brönnösund*, surrounded by low islands, while the horizon inland is backed by high precipitous mtns., and with the parish *Ch.* to the rt. in a narrow channel, the str. puts in at

Brönnö (10 kil.), an old centre of trade in Nordland, and the starting-point of a local str. that runs to *Vægen*, to the grand *Velfjord* and to the *Bindal* (see above).

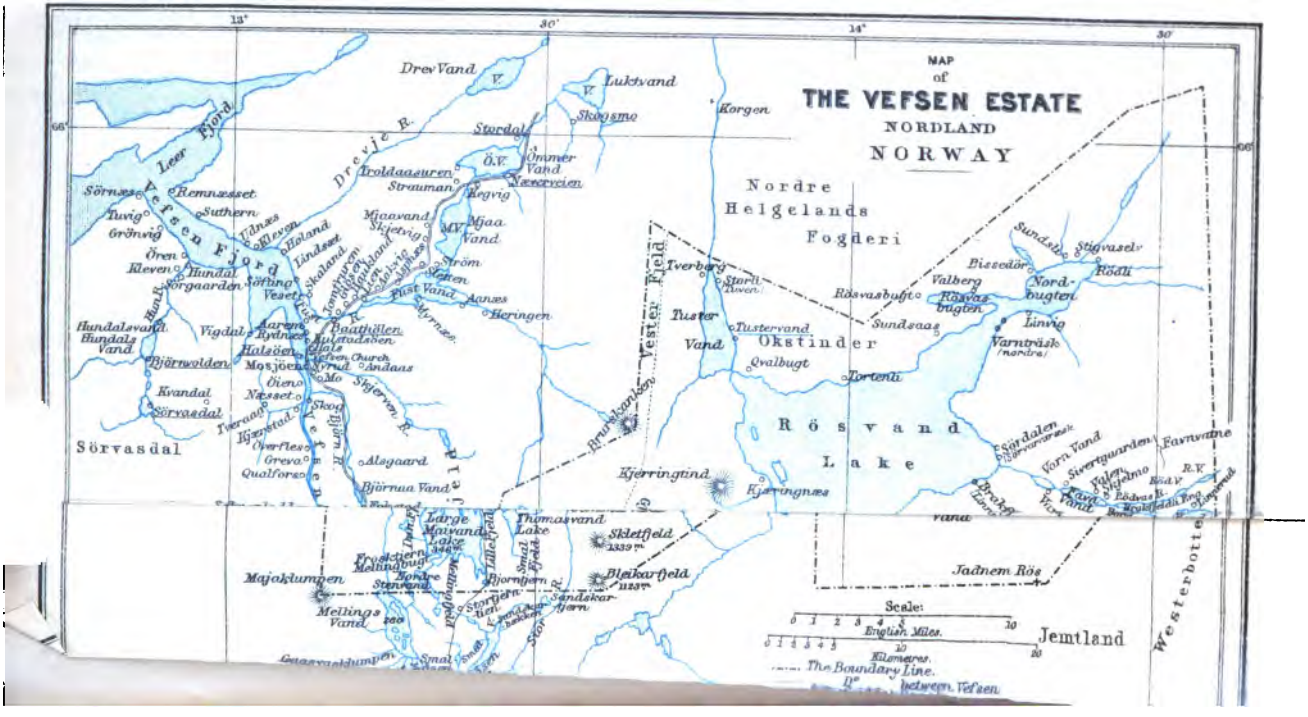
Some of the strs. stop at **Vægen**, the large island out to the E. Crossing over the outer part of the *Velfjord*, a small channel will be entered with *Hestun* island to the l. On the mainland is Höiholm, with the *Sletfjeld* and the *Höiholm peaks* rising over a flat part of the coast, on which is situated, in a pretty birch-wood, *Vivelstad*, with a ch. While some strs. stop also at **Troberg**, others have their stat. at

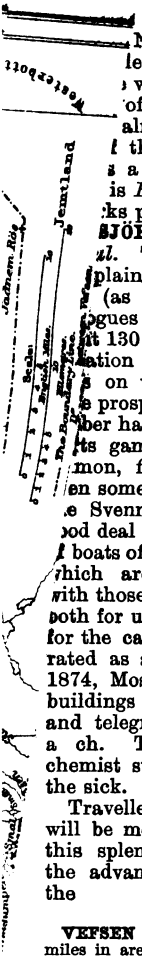
Forvik (30 kil. from Brönnö), and proceed S. of *Rödö* to the low but pretty island of

Tjöttö, the property, in the early part of the middle ages, of a family celebrated in Norwegian history, and later held by the Archbishop of Nidaros (Trondhjem). Hence there is a fine view of **Vægen** island to the S., and of the "Seven Sisters" to the N.

Strs. bound direct for Bodö take hence the course outside the large island of *Alsten*, stopping at *Sövig* and *Sandnessjöen*, while those bound for Mosjöen (61 kil.) steer for the S. arm of the *Vefsenfjord*. The "Seven Sisters" stand out more and more in individual prominence, but without any arithmetical precision as to their number; while beyond Rödö rises the conspicuous *Finknæ* to a height of more than 4000 ft.

Bordered at first by low grey cliffs, the Vefsenfjord becomes very imposing as the str. ascends to its head, which is bounded in the distance by the frequently snow-capped summit of the *Brurskanke* (4333 ft.) Valleys run down on either side, the largest


MAP
of
THE VEFSEN ESTATE
NORDLAND
NORWAY
Nordre
Helgelands
Fogderi
Okstinder
Rösvand
Lake
Vefsen Fjord
Vester Fjeld
Sörvasdal
Jemtland
Westerbotten
Drev Vand
Luktvand
Korgen
Drevje R.
Leer Fjord
Stordal
Ömmer Vand
Troldaasuren
Strauman
Kegvig
Mjaavand
Mjaa Vand
Ström
Aanæs
Heringen
Tverberg
Tuster Vand
Tustervand
Qvalbugt
Tortenli
Rösvasbugt
Rösvas bugten
Valberg
Sundsaas
Bissedör
Nordbugten
Linvig
Varnträsk (nordre)
Stigvaselv
Rödli
Sundslo
Sördalen
Vorn Vand
Sivertgaarden
Favnvatne
Kjerringtind
Kjæringnæs
Skletfjeld
Bleikarfjeld
Thomasvand Lake
Large Maivand Lake
Majaklumpen
Mellings Vand
Sörnæs
Remnæsset
Suthern
Tuvig
Grönvig
Kleven
Hundal
Sörgaarden
Hundalsvand
Hundals Vand
Björnvolden
Kvandal
Sörvasdal
Vigdal
Halsöen
Mosjöen
Nyrud
Andaas
Skjerven R.
Björn R.
Alsgaard
Björnaa Vand
Jadnem Rös
Scale:
English Miles.
Kilometres.
The Boundary Line.
between Vefsen



N. shore, watered by the leading to *Sör-Ranen*. On will be seen a considerable of cultivation, whilst the S. almost uninhabited. At the the *Vefsend-bund*, on its N. a valley, at the entrance to is *Halsöen*, when the str. dis- ks passengers for

SJÖEN * (*Vefsen*). *Brit. Vice-l.* This town (pop. 1150) lies plain through which the Vefsen (as well as the *Skjerven*) dis- gues after running a course of t 130 kil. It is, in fact, a con- ation of the *Susen-elv*, which on the Swedish border. The e prosperous trade of Mosjöen in ber has dwindled away, but it ex- ts game, skins (from tanneries), mon, fish-guano (2 mills), and en some silver ore from mines in e Svenningdal. There is also a od deal of boat-building, especially boats of a new type (with 2 masts), hich are successfully competing ith those of the old Nordland form, oth for use at the sea fisheries and for the carrying of cargo. Incorporated as a "loading-place" only in 1874, Mosjöen has so far no public buildings to boast of, but it has a post and telegraph office, 2 schools, and a ch. Two medical men and a chemist supply the requirements of the sick.

Travellers, and especially *anglers*, will be more and more attracted to this splendid northern district by the advantages offered to them on the

VEFSEN ESTATE,* several hundred sq. miles in area, owned by the British "North of Europe Land Co." It consists of the *Svenningdal*, the parallel *Feplingdal* and *Hatfjelddal*, and the *Susendal* valleys that run S. towards *Namdalen*, while on the E. the property extends to the Swedish frontier and on the N. towards *Ranen* (see next Route). Amongst many smaller lakes in the Hatfjelddal is the RÖSVAND (1475 ft. above sea-level, and 111 Eng. sq. m. in area), one of the largest (second to Lake Mjösen) and most beautiful inland lakes in Norway, bordered by picturesque mtns., including the *Kjerring tind* (4100 ft.), the *Brurskanke* (4333 ft.), and the *Okstinderne* (6820 ft.), with their grand and interesting glaciers. Out of the 168 farms owned by the company, 100 are dispersed over the Hatfjelddal, and 30 of these dot the shores of the Rösvand. The accompanying map shows the position of the lakes, the roads and distances to them, and the houses (*Svenningdal* and *Fjeldbœkmo Houses**) where, as well as at many of the farms, accommodation is procurable. We have only to mention here that the *trout-fishing* in the lakes and streams of Svenningdal is scarcely equalled in Norway. In the **Maivand**, more especially, the fish run to an average of several pounds. Three huge salmon-ladders have been blasted out of the rock at the *Forsjordfos*, *Laksfos*, and *Fellingfos* on the Vefsen river, to enable salmon to ascend to the waters owned by the company, which meanwhile owns *salmon-fishing* rights in the *Fust-elv*, on a property about 5 kil. from Halsöen.

The *Vefsen* river (see "Angling" in *Introduction*) has long been known as one of the best for its size, for *salmon*. The fishing below the falls above mentioned is in firm British hands, but the completion of the ladders will no doubt open out many opportunities to new-comers. In 1891 the total quantity of salmon killed in the Vefsen district amounted to about 1800 lbs.

Shooting.—Elk and *bears* can be shot on the company's estate. The *ptarmigan*-shooting is also good.

ROUTE 41.

MOSJÖEN (VEFSEN) TO BODÖ.

(By str.)

[Distance about 230 kil.; fare about 12 kr. (Consult time-tables and previous Route for voyage to *Sandnessjöen*.)]

From Mosjöen the str. descends the fjord and enters a channel between the mainland and the large and cultivated island of *Alsten*, at the N. end of which the *Leirfjord* runs in. Rounding that island, and steering in a more W. direction, through a sound, the main route to the N. is joined at

Sandnessjöen (good quarters), a hamlet situated on the N. side of the same island (Alsten) as *Sövig* (see Rte. 40), and from either of which places the "Seven Sisters" (*Syv Söstre*), more than 3000 ft. high, can be ascended. The most westerly peak is called the *Stortind*, after which come the *Kvastind* and the *Tvillinger* ("Twins"). On a ridge running from the Stortind in the direction of *Alstahaug* ch. is a large cavern (the *Svarthul*, or "Black Hole"), to which a robber-legend is attached. *Botnet* farm, 7 kil. from Sandnessjöen, is the best point from which to ascend the northernmost of the peaks, which are in reality 6 in number. A slight division of the summit of one of the group raises the number to 7. The highest is known as the *Digertind*. There is no grander or more characteristic view in Nordland than from the top of one of these peculiar peaks.

Near the N. end of Alsten is *Stamnæs ch.*, close to the district *Prison*.

Beyond, the str. proceeds between the mainland and *Dönnesö*, amongst the fine mtns. on which is the *Aakvikfjeld* (2625 ft.), with some large caverns. The next stat. is

Kobberdal, on Lökta island (about 15 kil.) The course hence is towards *Huglen* island, which is kept to the l. Beyond it is *Toma* island, with high, pretty mtns. *Lovunden* and *Trænen* islands are seen far to the N., while, looking back to the S., the "Seven Sisters" will be seen for the last time. At *Nesne*, the entrance is reached of the **Ranenfjord**, which some strs. ascend to *Hemnæs*; only its S. side is wooded, but the scenery becomes prettier higher up. At the head of it are high mtns. that border or are in direct connection with the great Svartisen ice-fields and glacier (see below). The strs. stop at the mouth of the great, broad *Sör Ranen* fjord, which runs in to the S.

Hemnæs, ✻ which lies on a spit between the 2 fjords, is a place of considerable trade in timber, as well as in boats and coffins made in the neighbouring districts.

The upper part of the *Ranen* river, which is ascended by a rough, tiny str. to *Korgen*, is good for *salmon*, but the lease of the best pools is held by an English angler, who has built a pretty fishing-box there.

[Some of the mail strs., as well as a local str., maintain regular communication with **Mo**,* pleasantly situated at the mouth of the great *Dunderlands-elv*. Several excursions can be made thence, notably to **SVARTISEN**, one of the largest (about 56 kil. in length and 16 kil. broad) and most interesting of the snow-fields and glaciers of Norway, hitherto but little explored. It covers the plateau (more than 4000 ft. high) of the large penin. between the *Ranen* and the *Salten* fjords. At the back (E.) of Svartisen are numerous fine valleys (little frequented), in which excellent *trout-fishing* can be had. At about 7 kil. from Mo, an arm of the glacier goes down to the *Langvand*. On the side facing the sea it sends a similar branch down to the *Holandsfjord*. (See further, "*Grönö*.")

Dunderlandsdalen, a broad valley (about 96 kil. long), extends to the N.E. of Mo, and from the head of it, following a mtn.-track and the telegraph-poles at the back of the Svartisen, the *Saltdal* can be reached. Its central point, about 60 kil. from Mo, is **Bjælaanes**. The interest of the valley, which is well cultivated, consists in its caverns, one of which, at the *Langvand*, is 900 ft. long, and also in the disappearance of its streams under the ground. The *Elteraa* is one of the rivers that has so curious a course. Lost suddenly to view, it springs up again, at some distance, in great volume. The *Stilvassaa*, which rises in the *Urtvand*, drives underground a mill. There are also some pretty *Waterfalls* in the valley. From *Bjælaanes*, the *Stormdalsfos* can be reached by a carriageable road. At its foot is a marble *Grotto*. From the *Urtfjeld* (about 4590 ft.) is a wide view of the Svartisen and the Lofoten islands. The mtn.-tracks in this region are difficult. Only the hardy will attempt to climb the heights of the Dunderdal and the Saltdal, in order to visit the many *Lapp settlements* that exist there.]

From Hemnæs the str. returns, down the Ranen fjord, to **Nesne**, and, crossing the *Lille Sjönen fjord*, puts in at

Vikholmen, on *Huglen* island. Good quarters.

[Some strs. proceed direct to this stat., which is 15 kil. from Kobberdal. Others enter the *Store Sjöna* fjord, on the S. of which are some farms perched on terraces that run parallel with the shore. The stat. here is

Jægstrand. Occasionally also the str. stops at *Alleren* on Lurö island. There are fine views of high mtn.-peaks in the *Allersund*, and many interesting excursions by mtn.-path and row-boat can be made in this neighbourhood, where tolerable accommodation is procurable. *Bratland* (good quarters) can be reached from *Alleren* by boat in 15 min. On the way over to the other side of the fjord will be passed a lake, well stocked with fine *trout*.]

Steering inside *Lurö*, whence the peculiar mtns. on the *Trænen* island group, as well as the *Hestmandö*, are visible, and skirting a coast grandly mountainous, and tenanted by sea-birds in myriads (in the catching of which dogs are employed), the str. next stops at

Indre-Kvarö (30 kil.) A short distance beyond, the Arctic circle is crossed (lat. 66′30″). It passes through the Trænen islands, a little S. of the peculiar rock-island known as the HESTMANDÖ, or "Horseman's Island" (1750 ft.) Passengers are disappointed at not being able to realise from the E. side of the island the appearance of a huge man on horseback, with a military cloak falling over his steed. (For the legend connected with the "Horseman," see Rte. 40.) If desirous of visiting the Horseman, it will be necessary to leave the str. at Indre-Kvarö, and to row across to *Anlakken*. The summit is supposed to be inaccessible.

The course now is towards **Selsövik** (whence the *Melfjord* can be visited), and then across the *Grimen* fjord, in view of Svartisen, towards Rödö, with its peculiar mtn. called the *Rödölöven* (the "Red Lion"). Grand as the scenery has hitherto been, the most interesting part of it begins in reality here. The coast assumes a still wilder description; precipitous mtns. are seen piled upon each other in every variety of form, some with saw-like ridges and others with tall peaks, among which is noticeable the *Bloktind*, while above all towers the mighty snow and ice mass of Svartisen. Passing the high *Bolgen* island to the l. and *Omnesö* (with many high and ragged peaks) to the rt., the course is set for Grönö. The island last mentioned divides the inlet to the fjord of which the innermost branch is the *Holandsfjord*, where an arm of the Svartisen glacier comes down within 2 kil. of the coast. **Melö** island, with a *Ch.*, soon comes in view. Steering inside it, with the same beautiful view of the Svartisen, the str. stops at

Grönö, a very picturesque island, with its woods and its prospect of fjord, fjeld, and glacier (of which a striking view is here obtained). After leaving, the *Fonntind* will be seen towering over the Svartisen, as well as (S.) the pointed *Bloktind* and 2 other peaks. The upper part of the glacier that comes down to the Holandsfjord (which can be reached by boat for the purpose of ascending the *Remdalstind*) will also come into view. Next, the *Glommen* fjord, running inland, will be reached, and sometimes a stoppage made at

Ornæs, other strs. taking the shorter course inside Melö. There is a splendid view hence of the mtns. and of several ramifications of the Svartisen. Some of the strs. stop next at *Stött*, an island-group with a *Lighthouse*. Coasting along a promontory with pointed, curiously formed mtns., another break in the voyage is made at

ROTA (*Stöt-Rota*, or *Kunna*). Here is the boundary between the districts of Helgeland and Salten. The farthermost islands of the Lofoten group can be seen hence in clear weather, and more of them come in view on leaving Rota. Direct N. are now the *Fuglö*, and the *Fleina* and *Sandhorn* islands. Rounding a promontory, on which stand *Gildeskaal ch.* and *manse*, the str. will sometimes stop at *Sund*, while occasionally the stopping places are *Indyr* and *Arnö*. With the highest peak of the *Sandhorn* (3300 ft.) to the rt., the course is directed towards *Landegode*, a mtn. which here stands out in all its grandeur. The *Beirenfjord* is accessible from Sandhorn. In a short time the *Saltenfjord* is reached, and at the head of it will be seen a chain

of grand snow-clad mtns., including the gigantic *Sulitjelma*. It takes about an hour to cross (with a magnificent view) the open Saltenfjord, after which a run between some low-lying islands brings the str. to its anchorage at

BODÖ ✻ (554 kil. from Trondhjem). Lat. 67·17″ N. *Brit. Vice-Consul.* The full midnight sun is seen here from June 4 to July 8.

This town (pop. 3660) is the seat of the administration of Nordland, the prefect of which resides in it. Its appearance is dismal, and the scenery around of the wildest kind. The parish *Ch.* is about 3 kil. to the E. At the *Manse* Louis Philippe stayed a few days, in 1796, on his way to see the N. Cape. As a fugitive, he travelled under the name of Müller. On the outer S. wall of the ch. is a monumental slab with the full-sized effigy of a rector (*Bliæ*) who lived between 1596 and 1666. The road to the ch. passes a pretty villa (l.) It is worth while driving or walking about 7 kil. beyond the ch. to *Mjaavasli* farm, on the *Sollivand*, for a view of the Sulitjelma. S. of the fjord will be seen rising the beautiful *Rörvastinder* (about 3300 ft.), while to the E. of it are many huge mtns. covered with snow.

[Most of the strs. coal at Bodö, and, being also dependent on the tide, the stoppage is generally one of some hours.]

[An ascent of the *Voldfjeld* (about 1300 ft.) can easily be made from Bodö in about 4 hrs. Following the main road until a rough side road runs up to *Vold* farm (½ hr.), a small valley will be found leading thence to the 3 reservoirs of the waterworks. The ascent begins from the N. end of the uppermost dam, and in 2 hrs. from Bodö the highest isolated top of the fjeld will be reached, the return occupying about 1½ hr. The Lofoten islands will be seen to the W., and numerous high mtns. to the E. If time should not permit of this excursion, a good view of the Lofotens and of the *Sulitjelma* can be obtained from the flat tongue of land immediately at the back of the town.

A more interesting excursion is to the *Saltström*, a veritable Malström, and much more remarkable than the one of legendary and poetic fame in the Lofoten islands. It is a drive of 17 kil. to *Kvalvaag*, on the shore of the *Saltenfjord*, whence a boat can be taken (1½ hr.) to *Strömö*, which, together with *Knaplundö* island (both in the middle of that fjord), separates the inner part of the *Skjerstad* fjord from its outer part. The tide rises and recedes through the 3 narrow channels thus formed, and during the first and last quarters of each month rushes through them with violence so tremendous that no ship or whale can face it. At spring-tides, when the rise is 8 to 9 ft. (from the usual 5 to 6 ft.), the rush of water is terrific. There is a granite column at *Baksundholm*, commemorative of a visit by King Oscar II. in 1873.

Strs. ply from Bodö to the *Beierenfjord*, the *Skjerstadfjord*, and the *Folden* (*Nordfolden*) *fjord*. The first of these is not unlike the Geiranger fjord in grandeur. *Fauske*, on the N. shore of the Skjerstadfjord, and where there are *Marble quarries*, but only *poor quarters*, is a starting-point for an excursion to the SULITJELMA. In about 10 hrs. the terminus of the *boat skyds* is attained at *Skjönstu*, where the traveller will sleep (having brought provisions with him). Engaging a guide, a walk of about 2 hrs. will bring him to *Skjönstudal*, where boat is again taken to *Fagerlid*, reached in about 5 hrs. from Skjönstu. Hence, with a good available guide, the ascent and descent of the great mtn. can be effected in about 12 hrs., without any great fatigue and with but little danger. The *Sulitjelma* (6230 ft.) was considered the highest mtn. in the northern part of the kingdom until the superior height of the fjelds in the Lyngenfjord (see Rte. 44) was scientifically demonstrated.

Those who do not make this ascent should in any case, when at *Fagerlid*, climb (in 2 hrs.) the *Rapisvari* (3175 ft.) to the E. of that place. There are many other interesting excursions to be made in this neighbourhood with a guide. (Consult Prof. Nielsen's *Reisehaandbog.*)

The *Folden* fjord can be visited by str. from Bodö in 14 to 20 hrs. there and back. The scenery in it is very fine. The stopping-places are— *Myklebostad*, *Kjerringö*, *Nordfolden*, at the mouth of that fjord, which is not farther ascended. On the voyage back the inlet to the *Sagfjord* (l.) will be passed. At *Taarnvik* stat. is a splendid view of the high *Sjunktind*. The *Röstadtind*, another fine peak, will also be seen; on its outer side is the *Nævelsfjord*, while to the S. the Sjunkfjord runs inland. A stoppage is made, in grand scenery, at

Rösvik (67 kil. from Bodö). This is a place of much trade. The sharply pointed *Strandtind* is visible. Several other small fjords open out. Soon after the str. passes a remarkable rivulet which runs through 2 successive gullies, forming occasionally a small waterfall. The terminus stat. is

Djupvik (82 kil.)

(Consult time-tables for sailings and stopping-places, which vary.)]

ROUTE 42.

THE LOFOTEN ISLANDS.

[1. *Communications.*—All the tourist and yachting strs., as well as the coasting mail strs., call at the Lofoten islands. (For the former, consult advertisements; and, as the routes and sailings of the mail strs. proceeding to the N. are changed every 3 months, consult Bennett's time-tables, or apply in Bergen or Trondhjem at the mail-steamship offices.) The distance from Trondhjem to *Svolvær*, the starting-point for local steamship routes in the Lofoten and Vesteraalen islands, is reckoned at 668 kil. (90 Norweg. naut. m.); fare, 36 kr. From Bodö the distance to the same harbour is 104 kil. (14 Norweg. naut. m.), and the fare 5.60 kr.

Return tickets are available by the mail strs. for 6 months, and can be used both by the "Nordenfjeldske" and the "Bergenske" lines. The strs. of the latter are distinguishable by two narrow white rings round the funnel, and the former by a broad red ring.

Travellers who wish to see more of the Lofotens than is possible by remaining on board the mail strs. can change at *Svolvær* or *Brettesnæs*, and take the local str. which goes up the *Raftsund* and round the *Vesteraalen* group or the northernmost of the Lofoten islands, returning to Svolvær or Brettesnæs in 2 or 3 dys.

Obs.—On the whole of the trip N. much saving can be effected, when stoppages are contemplated, by taking return tickets for the several sections of the route. Reductions can also be claimed in the case of man and wife and children. Local strs. are then used in cases of divergence from the usual mail route.

(For *local* strs. from Bodö consult time-tables.)

2. *Geography.*—The Lofoten group, bounded on the W. and N. by the *Vestfjord*, consists, in addition to a few small islands, of the following 4 large ones, separated from each other by narrow channels, viz.: *Östvaagö*, *Vestvaagö*, *Flakstadö*, and *Moskenesö*, the latter terminating in a bold, abrupt headland called *Lofotodden* or *Helseggen*. Connected with this group are the *Vesteraalen* islands, of which *Hindö* is the largest in Norway. It is separated from the Lofoten group by the narrow *Raftsund*, the grandeur of which is always exhibited to tourists.

3. *Cod-fisheries.*—From ancient times the *cod-fisheries* of the Lofoten islands have been celebrated for their richness. In the middle ages the principal fishing-stat. was at *Vaagan* (Vågar). From the middle of Feb. to that of April more than 30,000 men are engaged, in about 8,000 open boats, in taking cod with nets or by line on the 3 ledges on the inner side of the islands (at a distance of 10 to 13 kil.), to which the fish resort in order to spawn.

The depth on the first of these fishing banks is 30 fms., on the second 45 fms., and on the third 120 fms. Beyond, no soundings are obtainable at 300 fms. The take of cod in the Lofoten fisheries averages the prodigious number of 30,000,000 fish.

Traders purchase the fish on the spot, and, after salting them in their vessels, sell them to merchants in Bergen, Christiansund, and elsewhere, who dry them on rocks and sell them as *klipfisk* ("split cod"), corresponding much in character with the *Bacalao* of Newfoundland. Out of 30,000,000 fish, about 27,000,000 will be salted in this manner, while the remainder are dried on poles and sold as *stokfisk* ("stockfish"). In order to ensure the fish being properly dried and becoming a merchantable article of first quality, the Government, through an inspector resident at the Lofotens during the fishing season, prevents the *stokfisk* from being taken off the poles and sold before the end of June. *Cod-liver oil* is largely produced at establishments on some of the Lofoten islands, which also manufacture *fish guano*. The *roe* of the *cod* is likewise an important article of export. It is a curious fact that cows on the northernmost coast of Norway participate in the benefits of the fisheries by being kept alive in winter, to some extent, by the admixture of dried cod-heads with such mashes as the scanty vegetation of the country can afford. The odour of cod, therefore, pervades not only the air, but sometimes also the milk locally consumed.

After the cod-fishing is at an end at the Lofotens, it begins in Finmarken, first in the neighbourhood of Hammerfest (April and May), and ultimately at Vadsö, where it comes to a termination in about Aug. The average take in Finmarken is about 10,000,000 fish.]

If the traveller crosses the *Vestfjord* to visit the Lofotens on a clear day he will have the advantage of *one of the finest sea-views in the world*. It is more especially grand in the spring of the year. In the months of March or April, when the snows have not yet melted, and the morning sun tints all the peaks of the Lofotens with a rosy hue, the passage from Bodö over the Vestfjord opens out a scene of beautiful, im-

pressive, and matchless grandeur. No view in the Alps can equal it. On the S.W. is the open sea; on the W. and N. the sharp-pointed peaks of the Lofotens rise nearly perpendicularly out of the water, covered, where not too steep, with snow almost to the water's edge, until quite late in the summer. Huge rugged rocks they prove to be when approached; their tops like extinct craters, now filled with snow. Later in the summer, as the snow melts, numerous miniature waterfalls pour down the sides of the cliffs and, at the bottom, patches of green and a few fishermen's huts begin to be seen, until at length the str. creeps in through some narrow passage to a fishing-stat. To the E. of the Vestfjord, lofty peaks of snowy mtns. rear their heads far away on the mainland.

It is impossible to describe methodically a route in the Lofoten islands, since there is much variation in the stats. at which strs. stop. Practical purposes will be best served by mentioning the principal places frequented by the strs.:

1. **Svolvær**, on *Östvaagö* island. Accommodation procurable. As already mentioned, this is a centre of local communication. Over the small islands that constitute this *Vær*, or fishing-stat., tower high mtns. of wonderful formation, and amongst them the *Svolværjura*, one of the most remarkable mtn.-summits in the Lofotens, apparently inaccessible.

2. **Brettesnæs**, on *Molla* island. Residence of the *Brit. Vice-Consul* for the Lofoten islands. Accommodation procurable. A considerable amount of British capital (Jensen & Co.) is invested here in the working up of fishery products — cod-liver oil, fish-guano, herrings, &c.

The channel between the *Lille* and *Store Molla* islands is called the *Molldöra*. Hence, the local str. on its way to the Vesteraalen group stops at

3. **Digermulen**, at the S.W. point of *Hindö*. Accommodation procurable. The German Emperor landed here in 1889, and, climbing the mtn. above it, erected a cairn, which he requested should be left undisturbed until his return. Travellers are here in the

4. **Raftsund**, which separates *Hindö* from *Östvaagö* islands, and where there is generally a strong current. This place above all others on the Northern tour attracts tourists on account of its scenery, which is of the grandest description. The freaks displayed in the mtn.-formations are exceptional, not only in the Lofotens, but in the habitable globe. The most fantastic fjeld-forms are seen from the *Raftsund* in the *Troldfjord*, to which a visit should not be omitted. It is a narrow and highly romantic-looking fjord, with very steep and high cliffs on either side, and a cascade at the head of it. Leaving the islands of the Vesteraalen group for further mention in the next Route (which also see for other stats. in the Lofotens), we need only point out, among the many solid attractions of the Lofoten islands, the position and the real character of the mythical

5. **Malström.** The dangerous current and legendary *whirlpool* of the **Malström** lies at the S. end of the Lofoten islands, between those of *Mosken*, *Værö*, and *Röst*. Its real perils are produced by the current that rushes in and out of the *Vest fjord*. Dangerous currents are thus occasioned between most of the other Lofoten islands; but the chief current runs between **Moskenæs** and **Værö**, constituting the famous Malström, locally known as the **Mosköström**. When the wind blows from certain quarters, and particularly from the N.W., and meets the returning tide in the Strait, the whole sea between Moskenæs and Værö is thrown into such agitation that no boat could live in it for a moment. In calm weather it is only ¾ of an hr. before the flood tide that the boatmen venture to cross; for, with the stillest and most glassy water outside, the Malström is dangerously agitated, except at the

period above mentioned. The "set" of the tide through the Strait is at first towards the S.E.; after the flood it turns from the S. towards the S.W., and, finally, towards the N.W.; so that in 12 hrs. the circle of the current is completed. The agitation of the current rises from an immense body of water being forced by the flowing tide into the narrow passage between the islands, as in the case of the grander, but less known, Malström described in the previous Route. The stories of ships being swallowed up in the vortex are simply fables; but any vessel that became involved in the current would probably be driven on the sunken rocks and reefs in the Strait, if it did not founder from the fury of the waves. The Malström is out of the track of the Nordland "Jægts" with their cargoes of dried fish, and no other vessels are called upon to take this course.

ROUTE 43.

BODÖ TO TROMSÖ.

(By str.)

[Distance, 364 kil.; time, 1day; fare, 19.60 kr. (Consult time-tables.)]

On leaving Bodö for the N., the strs. take one of two routes: (1) by way of the *Lofotens*; (2) by way of *Grötö* island.

1. On the first of these routes the course will be towards either **Moskenæs** (see last Route) or **Balstad**, on the small island of that name, close to *Vestvaagö*. The precipitous *Skotstinder* rises majestically above this stat.

Stamsund is another fishing-stat. of importance. On leaving it the str. sometimes encounters the strong current of the *Gimsöström*, and touches at **Gimsö**, as well as at **Lyngvær**, on the W. side of the *Östvaagö*. Hence the str. proceeds to

Henningsvær, on approaching which will be seen (l.) the *Vaagekol*, rising to a height of about 3300 ft. straight out of the ocean. This has from olden times been the principal fishing-stat. in the Lofotens. A Government inspector is stationed here during the fishing season. A *fish-guano* factory will be observed. Sometimes the str. puts in at

Kabelvaag, the most populous of the stats. in the Lofotens. It is connected with **Storvaagen** and **Kirkevaag**, where there is a *Ch.* and *Manse*. From this place, *Svolvær* (see last Route) is generally steered for, after which calls are sometimes made at *Brettesnæs* (Rte. 42). Generally, however, the str. crosses hence the *Raftsund* and *Ögsfjord*, and, steering along the S. side of *Hindö*, reaches **Lödingen**, where the route, *viâ* Grötö, unites.

2. On the latter, the str. proceeds from Bodö direct to

Kjerringö (30 kil.), in the *Folden*. The next stat. is

Grötö (67 kil.), a pretty place, with a considerable trade. The *Skothammer* will be seen rising to the rt. The Lofotens become more and more clearly visible, and the great *Hindö* is in sight from Grötö, after leaving which and ascending the *Skotsund*, the western group of islands gradually come into vision. Now the traveller will be struck with the grand marine view, lauded in the preceding Route, and if the day be bright or the night fine (which is unfortunately not often the case in these regions), the appearance of the *Vestfjord* and of the *Lofoten islands* will ever remain memorable. Most fortunate are those who have an opportunity of admiring the view in the peculiar solemn light of the midnight sun.

Beyond *Grötö*, the str. enters the

Flagsund, and leaving *Engelöen*, with the high *Stegetind* to the l., it calls at

Bogö (89 kil.), whence the Öksund is entered, and a stoppage sometimes made at *Skutvik*. Returning again to the *Vestfjord*, where the grandeur of the scene will now open out to its full extent, the str. will, after putting in possibly at *Svolvær*, *Tranö*, and *Korsnæs* (at the mouth of the *Tysfjord*), reach the important stat. of

LÖDINGEN * (163 kil.), on Hindö island. This is a central point of str. communication, also a central stat. of the telegraph. If not travelling by one of the strs. which occasionally runs up the *Ofoten fjord* to *Victoria haven*, it is necessary to land here, if a visit to that fjord be contemplated, and to take the local str. which plies between Bodö and Victoria haven (about 5 hrs. from *Lödingen*. Fare, 3.85 kr.)

[The OFOTEN FJORD.

From Lödingen the str. proceeds E., up the *Ofoten fjord*, a branch of the *Vestfjord*, calling first at **Havernæs**, near which (at *Heklestrand* and *Ballangen*) *Marble* exists in large quantities. Copper-mines were worked in this neighbourhood 200 years ago by the Danes. Crossing the fjord, the *Ch.* and *Manse* of *Eivindnæs* are passed. A fairly good road leads thence to *Lavangen*, where boat-*skyds* can be obtained to *Sandtorv*, beautifully situated on *Hindö* island. The fjord widens here, and the scenery becomes impressive.

Liland, the next stat., has a telegraph-office. On the S. side of the fjord, about 16 kil. from Liland, is the *Skjömenfjord*, well worth a visit for a view of its scenery and its fine *Frostisen glacier*. At the request of passengers, the local str. will run up that fjord, which can, however, be visited by boat from Victoria haven or **Fagernæs** (see below). Fairly good quarters are obtainable at *Elvegaard* (*Skjömenbotten*). The glacier is easily approached thence by boat. The *Trutentind* in *Nordal* and the *Kongsbaktind*, on the N.E. shore of the Skjömenfjord, can be ascended. Good mountaineers can cross over the mtns. from Elvegaard to *Strömsnæs*, in the *Tysfjord*, *vid* the *Rysvand* and the *Sörskjomdal* (about 45 kil.) The scenery is extremely wild and picturesque E. of the Frostisen. With a guide, from Elvegaard, *Skjangelli*, in Sweden (about 45 kil.), can be ascended from the *Skjömelvdal*. A copper-mine was formerly worked there by a French company. In 1¼ hr. from Liland the str. stops at

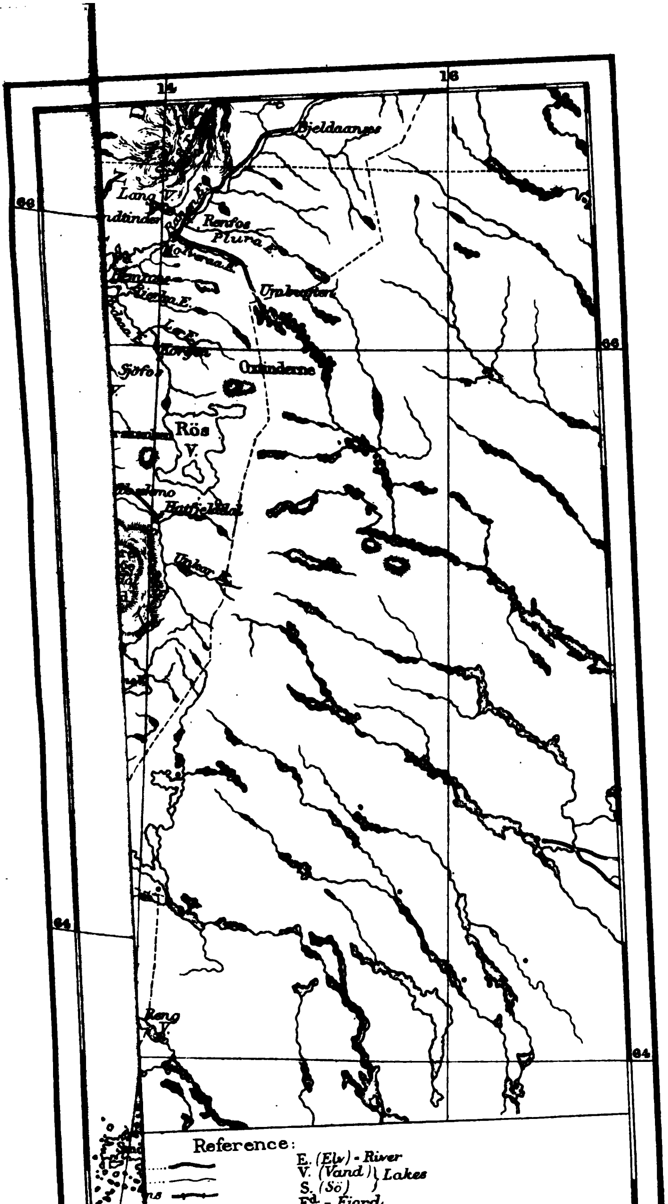
VICTORIA HAVEN, the terminus of the rly. to *Luleå*, on the gulf of Bothnia, of which the construction was commenced by a British company, that failed after completing the greater part of the section through Sweden, now worked by the Swedish State. When the Norwegian section is purchased by the Norwegian Government and connected with the Swedish part of the line, this will be the most northerly rly. in Europe, and will afford an interesting access to Russian Finland and to an intermediate tract of country as yet but little known. Commercially, the rly. is based upon traffic from the iron-ore deposits of *Gellevara*, *Luossavara*, and *Kirunavara*, in Swedish Lapland, which are computed to contain over a thousand million tons of iron ore of the finest quality, obtainable by quarrying alone. A considerable traffic in fish, timber, and other produce is expected on the extension of the Finnish rly. from *Uleåborg* to *Torneå*, and of the Swedish Trunk Line from *Umeå* to *Boden*, near Luleå. It will then require only a short rly. from Luleå to *Haparanda* in order to place St. Petersburg and Stockholm, and the Baltic and the Bothnian gulf, in direct connection with a port and fjord on the Atlantic that never freeze.

VICTORIA HAVEN (so called after the Crown Princess of Norway-Sweden, who with the Crown Prince spent a day here in 1887) is about 3 kil. in width, and is both picturesquely situated and well sheltered. There is good anchorage over the whole bay. The rly. stat., a large building of solid masonry, is on the N. side of the bay, *Fagernæs* (good quarters) lying on a moraine on the S. side, and *Aukenæs* with its *Ch.* on the W. The E. side is formed by the precipitous snow-capped *Fagernæsfjeld* (4500 ft.), easily accessible, and commanding a magnificent and extensive panorama of mtn. scenery in the Lofoten islands and in Sweden. The fine *Vormtind* can also be climbed from *Fagernæs*, which is at the entrance to the *Beisfjord*.

There is good *trout* and *salmon-fishing* in the neighbourhood of Victoria haven, especially in the *Skjömenfjord* (see above).

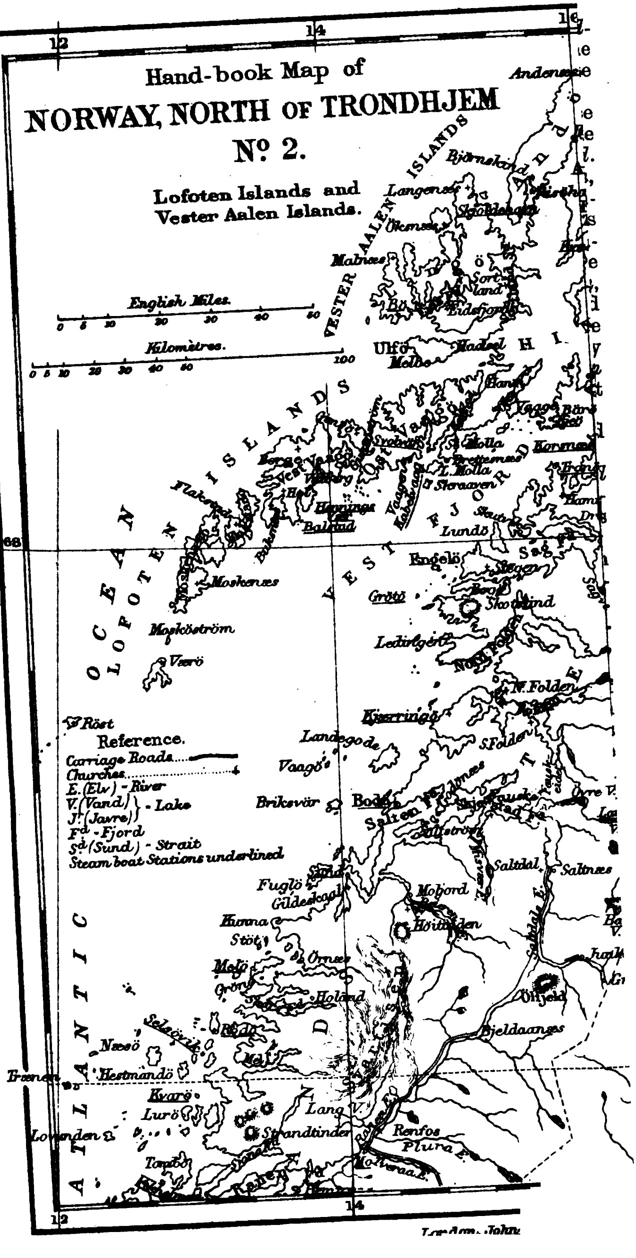
Totta, a precipitous peak (4000 ft.) overlooking the *Rombakken*, is also easily ascended, even by ladies, from *Fosnæs elv*, opposite *Öijord* (fair quarters). Its summit is quite flat, and affords a grand view of snow-capped mtns., of the sea and fjord, and of inland lake scenery as fine as any in other parts of Norway, if not superior. The *Torneå Træsk* lake (in Sweden) is specially worth visiting by the angler, for it abounds in *trout* and *char*. It can be reached by taking a boat from Victoria Haven or *Öijord* to *Botten*, where a guide is obtainable. A good road runs up through *Hundalen* and *Norddalen*, from the head of which it is an easy walk across the Swedish frontier to *Torneå Træsk*. The *Luossarara* and *Gellevara* iron-mines can be reached thence on foot in 3 days, with a Lapp guide, carrying provisions (up to 50 lbs.) in a knapsack of birch-bark. Trains run from those mines to Luleå, whence Stockholm can be reached by str.

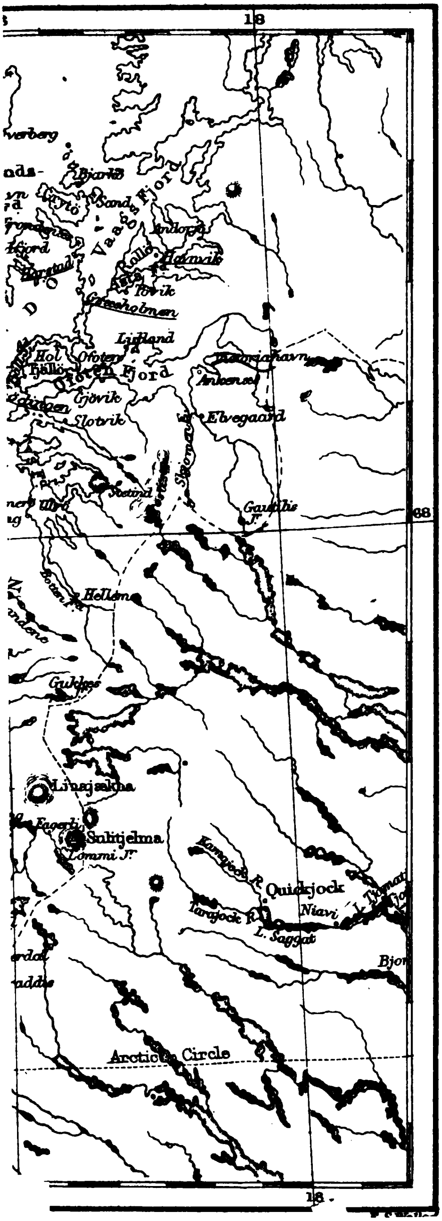
A fairly good road also leads from *Lule-*



14
16
66
64
8
Lang V.
Renfos
Plura E.
Oxtinderne
Rös V.
Hattfjelddal
Reference:
E. (Elv) - River
V. (Vand) } Lakes
S. (Sö)
Fd. - Fjord
Fld. (Fjeld) - Mountain

F.S. Weller.


Hand-book Map of
NORWAY, NORTH OF TRONDHJEM
Nº 2.
Lofoten Islands and
Vester Aalen Islands.
English Miles.
0 5 10 20 30 40 50
Kilomètres.
0 5 10 20 30 40 50 100
VESTER AALEN ISLANDS
LOFOTEN ISLANDS
OCEAN
ATLANTIC
VEST FJORD
Andenæs
Langenæs
Malnæs
Sortland
Eidsfjord
Ulfö
Hadsel
Melbo
Moskenæs
Moskoström
Værö
Röst
Engelö
Grötö
Skotind
Lödingen
Lundö
N. Folden
S. Folden
Kjerringö
Landegode
Vaagö
Briksvär
Bodö
Salten Fd.
Saltdal
Saltnæs
Fuglö
Gildeskaal
Mofjord
Höitinden
Örnæs
Melö
Holand
Bjeldaanæs
Næsö
Hestmandö
Kvarö
Lurö
Lang V.
Strandtinder
Renfos
Plura E.
Træna
Lovunden
Tombö
Reference.
Carriage Roads
Churches
E. (Elv) - River
V. (Vand) J. (Javre) - Lake
Fd. - Fjord
Sd. (Sund) - Strait
Steam boat Stations underlined
12
14
68
London: John


18
Bjarkö
Vaags Fjord
Lilland
Ofoten Fjord
Gjövik
Slotvik
Ankenes
Elvegaard
68
Sulitjelma
Quickjock
Niavi
L. Saggat
Arctic Circle
18

ard in the *Harjanger fjord* (reached by at from Oijord) to *Elvenæs*, on the *Granngen fjord*, and to *Salangen*, *Bardo*, and the *Ittevand*, a splendid lake surrounded by high itns. These northern districts are well worth exploring (especially by anglers) even before the rly. is completed throughout its entire length, which will be 492 kil., including the 40 kil. through Norwegian territory.]

From LÖDINGEN the direct route N. is through the *Ramsund*, and the magnificent *Fjeldsund*, to

Sandtorv (193 kil.) on Hindö island, where the scenery is very pretty. The waters of the Tromsö prefect. are now entered, and the next stoppage is at

Grœsholmen (208 kil.), another important trading-stat. on Hindö, the coast of which is then followed N. to

Harstadhavn (223 kil.), a large hamlet. A little to the N. is *Trondenæs* ch. Since the middle ages this has been the northernmost eccles. edifice of stone. It was considered to be the handsomest ch. N. of Trondhjem, and is supposed to be a remnant of monastic buildings no longer extant. Beyond, the *Vaags fjord* is entered, and then a channel between *Andorga* (l.) and *Rolla* (rt.), with high cliffs on either side rising over flat, somewhat thickly populated, beaches. There is a considerable Lappish population, partly of mixed blood, in the neighbouring fjords, especially in *Gratangen fjord*. Passing *Ibestad* parish *ch.* the str. stops at

Havnvik (253 kil.), also a pretty and well-populated stat., with a fine view of the mtns. in the *Astafjord*, which is later entered. Its sides are covered with foliferous trees to some height. *Lavanger*, a pretty, but smaller, fjord, opens out of it. *Salangen* (mentioned under *Victoria haven*) is another fjord running in to the rt. and surrounded by splendid mtns. Most of the strs. steer from the N.W. point of Andorga into the *Mjösund*, and then enter the *Faksfjord*, the northernmost branch of the *Vaagsfjord*. Farther on, the *Fakstind* (3990 ft.) will be seen rising on the mainland, and the massive *Orbostadtind* over Andorga island. One of the most beautiful parts of this route begins at the next stat.,

Kastnæshavn (260 kil.) Thence passing through the *Dyröklöv*, the str. enters the broad *Solberg fjord*. The height of the mtns. increases, and their dark pyramidal peaks contrast finely with the snow-patches between them, and develop in grandeur as the str. proceeds. On the rt. rise the *Istinderne*, *Alappen*, *Mauken*, and *Maartinderne*, around the *Maalselvdal*. In the light of the midnight sun the scenery is highly impressive. Leaving the *Reisen* fjord to the rt., a stoppage is next made at

Klöven (289 kil.), on *Senjen* island (643 Eng. sq. m.)

Passing thence through the *Gisund* and crossing the mouth of the *Finfjord*, the coast of the mainland is skirted to

Gibostad (312 kil.), also on Senjen island. The new parish *Ch.* of *Lenvik* will be seen on the mainland. From this stat. most of the strs. steer for the great MALANGEN FJORD, where they touch at

Maalsnæs. Good examples of raised beaches may be seen on both sides of the fjord, which extends as far as the eye can reach. On the last part of this route, *Kvalö*, with the high *Blaamanden*, will be passed to the l., and a short run thence brings the str. to its anchorage at

TROMSÖ ✱ (364 kil.) *Brit. Vice-Consul.* Lat. 69°38′ N., pop. 5700. Founded in 1794, this town is pleasingly situated on the E. side of an island, in the centre of the fjord from which it takes its name. It is the seat of administration of *Finmarken*, and as such the residence of the *Stiftsamtmand* (prefect of the eccles. prov.), of a bishop, and of various civil officials. It has several *Chs.*, a *Roman Catholic* ch. included. The *Museum* deserves a visit for the sake of its *zoological*, *botanical*, and *mineralogical* collections. The *Ethnographical* objects include curiosities

from *Novaya Zemlia*. There are also some antique *Church vessels*, &c. *Lappish costumes* are minutely represented.

Tourists are always recommended to visit the *Lapp encampment* in the *Tromsdal*, which is reached by crossing the *Tromsösund* in a boat (10 min.), and then walking over ground, generally wet (about 1½ hr.) A family (or rather tribe) of Swedish Lapps from *Karesuando* is encamped here during the tourist season, with reindeer and all the other accessories of nomadic life. They will be found eager to explain their domestic arrangements and appliances, and more particularly to traffic in walrus-bone spoons, slippers, quaint tobacco-pouches, models of the *pulk* or sledge used in Lapland, and of the cradles in which swaddled Lapp babies are carried on the backs of their mothers, &c. The excursion occupies about 3 hrs. All necessary arrangements are made by the masters of the tourist strs. Towering over the encampment is the *Tromsdaltind* (4040 ft.), the ascent of which is easy.

A fine view of the town will be obtained from the Flöifjelde, on the opposite side of the sound. It is sufficient for that purpose to climb to the *Storsten*, in about 1 hr. from the fjord. A pleasant walk can be taken on the island itself, where there are many pretty villas. The Russian vessels from the White Sea, laden with rye-meal, timber, &c., or loading salted cod, &c., will be observed with interest. More of them will be seen on the succeeding routes.

Local strs. run to neighbouring fjords, which are well worth seeing, especially the *Balsfjord* and the *Lyngen fjord* (see next Route).

The whole *Midnight sun* is visible here from May 20 to July 22.

ROUTE 44.

TROMSÖ TO HAMMERFEST.

[Distance, 223 kil.; time, about 24 hrs.; fare, 12 kr.]

On leaving *Tromsö*, this section of the great northern sea-route is commenced by steering for the channel between *Ringvassö* (with majestic peaks) and the mainland. Thence, with *Reinö* on the l., into the *Grötsund*. From this point, the *Tromsdaltind* (see last Route) appears, on looking back, in the form of a perfect pyramid. The first place touched at is the small island of

Karlsö (59 kil.) A beautiful panorama of mtns. hence to the S. Soon after, an easterly course brings the str. to the parallel of *Lyngstuen*, a mtn. with a precipitous summit, in front of which is the *Pipertind* (about 4000 ft.) and a chain of mighty fjelds. This is a point from which the local Tromsö strs. diverge for their trips up the *Ulsfjord* and the *Lyngen* and *Kvænangen fjords*.

[1. The ULSFJORD.—The grand wildness of this estuary is worth seeing, its mtn.-sides rising to 5000 ft. The str. ascends to KJOSEN (quarters procurable) in about 6 hrs. from Tromsö. The *Sörfjord*, or inner part of the Ulsfjord, is populated chiefly by Lapps, mixed up with a few Finns. The str. goes up to *Sörfjordens Kirkested* ("Church-town"), 82 kil. from Tromsö, and about 3 hrs. from Kjosen. The return to Tromsö will occupy 5 hrs.

2. The LYNGENFJORD.—Of all northerly, but little frequented, fjords this is the one most worthy of exploration. Its grandeur is practically indescribable in an adequate manner, after all the adjectives that have been exhausted in descriptions of other estuaries. On some trips the str. avoids touching at

Kvitnæs, and turns into the Lyngenfjord, steering between the *Pipertind* (see above) and the great *Ulö* island (l.) The *Gamvik glaciers* appear one after the other. One of them descends at *Strupen*, and from local report it is supposed to have made this approach since about 1750. High mtns. innumerable are in sight. A stoppage is made at the *Aaröholme*, whence the *Kaafjord* is entered, and then the great *Eidebugt*, when the str. touches at **Lyngseidet** (119 kil. from Tromsö), a pretty place with a parish *Ch.* and a wood close by. The *Goalsevarre* (4215 ft.) rises here to the l., and the Fastdalstind (5000 ft.) to the rt. A road runs hence to *Kjosen* (about ½ an hr.) Farther in the *Jæggevarre* (nearly 6000 ft.) rises close to the *Rukisvaggegaisa*. To the rt. is soon seen the beautiful *Lyngsdal*, where a huge glacier comes down to within about 160 ft. of the sea-level. Near this is **Skibotten** (good quarters), whence a mtn.-track runs to Sweden. Beyond, leaving *Njalavarre* (5040 ft.) to the rt., the head of the Lyngenfjord is attained at **Hornæs**. The distance hence to the western boundary of the duchy of Finland is only about 32 kil.

3. The Kvænangen is entered after touching at **Skjervö** (see below). The str. visits *Badderen* and then ascends the *Lille Altenfjord*, in which it stops at **Alteidet** (good quarters). The *Jokulfjord* can be visited from this place in order to see a glacier that comes close down to the water.

The local str. runs also to *Söveten* from *Maalmæs* (good quarters). The *Bardofos* can be viewed on this tour. There are roads in this district through valleys of much interest.]

From the point where the route has diverged to the fjords above noticed, the str. steers for

Skerjvö (90 kil. from Tromsö). A *Ch.* and *Manse* will be seen on the low *Fineid* spit, beyond which is a fine view of *Kaagen* and its glaciers. Several other islands, also with glaciers, and in view of the *Kvænang* peaks, add greatly to the interest of the scenery. The *Reisen* river falls into a fjord in this vicinity and formerly afforded good salmon-fishing (see "Angling" in *Introduction*). At *Brynnilen cape*, the boundary of *Finmarken* is reached. Thence the str. crosses the mouth of the small *Frakfjord*, and soon after passing the *Loppekalv* enters a channel between the mainland and

Loppen (126 kil.), an island, on the S. side of which the high *Rækstind* rises over the *Ch.* and *Manse* of this somewhat important trading-stat. *Whales* are frequently seen in this vicinity. Steering past the low northernmost point of *Silden* island, some of the strs. enter the open *Lophav*, and then make for

Hasvik (155 kil.), at the S. point of *Sörö* island, over a sound in which the sea is sometimes heavy. Other strs. proceed direct along the coast of the high and bare *Stjernö*. From the *Sörösund* branches off, almost directly S., the *Alten* fjord, communication with which is maintained by a local str. from Hammerfest (see below). With *Seiland* island (230 Eng. sq. m.) to the rt., and where the Sörösund contracts, the course is laid to the small *Hjelmen* and *Haaja* islands, of curious geological formation, and long kept in sight. Coasting along Seiland island (on which are grand glaciers worthy of a visit), the str. ultimately rounds *Fuglenæs*, and drops anchor at

HAMMERFEST. ✻ Lat. 70°40′ N. *Brit. Vice-Consul.*

This is the most northerly town in the world, and was founded in 1787. Pop. about 2000. In 1809, when its pop. was barely 100, the town, defended by 2 batteries mounting 4 6-pounders, suffered much from an attack by 2 British war-brigs, the "Snake" and the "Fancy," to which it was forced to capitulate, on condition of private property being respected. In 1890 a fire consumed two-thirds of the principal part of the town. Its total destruction was averted mainly by the energetic efforts of the crew of a British yacht. It is being rebuilt in a regular manner, in blocks, with streets at right-angles to each other. The *Fuglenæs* promontory (the N.W. boundary of the harbour), with its Light, battery, and the large house and business premises of the Brit. Vice-Consul (formerly the property of a British factory), was not reached by the conflagration. Close to this establishment is a *Granite pillar*, surmounted by a bronze globe with projecting axis, inclined to the surface

of the sea in the same degree as that of the earth is to the ecliptic, bearing an inscription, of which the following is a literal translation:

"The northern termination of the meridian line of 25°20′ from the Arctic Ocean to the river Danube, through Norway, Sweden, and Russia, which, according to the orders of his Majesty King Oscar I. and the Emperors Alexander I. and Nicholas I., and by uninterrupted labours from 1816 to 1852, was measured by the geometers of the 3 nations.
"Lat. 70°40′ 1·13."

On the same spot, or within an insignificant distance of it, General Sir Edward Sabine (President of the Royal Society), made an important series of pendulum experiments in 1823. Fuglenæs was one of a chain of stats. extending nearly from the equator to the pole, at which pendulum observations were made for obtaining the variation of gravity on the earth's surface.

The island of *Kvalö*, on which the town stands, was once well wooded, but there are no trees left, except a small birch-wood, 6 kil. in the S. part of the island. They were cut down for firewood. Hammerfest is supplied with much driftwood by the Gulf Stream. *Tyven*, the highest mtn. on the island, is only 1230 ft. It can be visited in about 4 hrs., there and back. Those who do not proceed to the N. Cape make this ascent in order to view the *Midnight sun*, which is visible here from May 13 to July 29. There is a cairn on the summit of Tyven. Numbers of Lapps will be seen here. They are a hardy race, and a Lapp will walk 50 kil., through swamp and over rock, taking only a draught of milk; and, after lying down in his wet clothes, awake next morning as fresh as when he started.

A lively *trade*, especially in fish, is carried on at Hammerfest, which is more particularly visited for the purposes of barter by Russian White Sea craft. The temperature, even in winter (when the sun is not seen from Nov. 21 to Jan. 21), is so mild that the waters along the coast, and at the uppermost parts of the longest northern fjords, never freeze. *Sea-fishing* in boats is therefore carried on during the whole winter in the Hammerfest district. The town is redolent of train oil and dried cod. The other staple commodities are skins of the polar bear and silver fox, reindeer skins and antlers, walrus tusks, eiderdown, &c.

The Spitzbergen trade is of much importance, and gives to Hammerfest a more enterprising set of seamen than almost any other port in Norway.

[1. The ALTENFJORD is best reached hence by local str. (consult time-tables). The str. takes the channel between *Kvalö* and *Setland*, and, later, the *Vargsund* which separates Setland from the mainland. It then enters the *Næverfjord* (30 kil.), the *Lærrisfjord* (45 kil.), and then the *Komagfjord* (52 kil.), where good quarters are obtainable. Thence the course is to the *Korsfjord*, from which (at *Kormæs*) the ALTENFJORD is entered. The *str.* touches here at *Skillefjord* (67 kil.), and then proceeds to *Djupvik* and the *Rafsbotnen*, the branch of the Altenfjord in which the great Alten river disembogues. After stopping at *Russeluft* and *Bugten*, it brings up at BOSSEKOP (89 kil.), the principal hamlet in the Alten district, and where, notwithstanding the high lat., rye and oats are grown. Thence, the point made for is *Stromnæs*, where lie the once famous but now abandoned *Copperworks* of *Kaafjord*, worked by a British company in 1826 and for many years later. The genial hospitality of its manager, Mr. H. Thomas, a Cornish mining engineer—so highly respected that, although an alien, he was exceptionally elected to the Norwegian Storthing—is graphically described in *Letters from High Latitudes* by the present Earl of Dufferin and Ava. Many other Englishmen were connected with that enterprise.

The next stat. of importance is TALVIK, and all other stopping-places are so variable that no useful purpose would be served by their enumeration.

2. SALMON-FISHING IN THE ALTEN (see "Angling" in the *Introduction*).—This is firmly let to British sportsmen, and no casual angler, unless he be a friend of the lessee, has any chance of casting his fly over the best water in Norway.

Alten is the most extensive and productive valley in the N., and is in every respect, both as to climate and style of scenery, different from the districts which the traveller has been passing through. Here vegetation relatively flourishes: the fir, the birch, the willow, and the mountain-ash are abundant; even cornfields and meadows are seen.

In several parts of the Alten valley the traveller will meet with as soft and pleasing

scenery as any Alpine country can present; indeed the impression on the first view is that of an oasis, formed by nature as a resting-place in the midst of ruggedness and desolation. Unfortunately mosquitoes swarm here at times. The Finlanders (*Kvæner*), settled on the Alten, are admirable boatmen.

The general *shooting* up the valley of the Alten is good, and the numerous falls of the river and its tributaries are highly picturesque.

There are some remarkable *Marine terraces*, or ancient *Sea-beaches*, in this district, as well as on other parts of the coast of Finmarken. Those near the Alten are peculiar, since they are not continuous at the same exact level above the sea, but incline in such a way as to show that the coast has not only been raised bodily out of the water, but in an unequal manner, the part towards Hammerfest having emerged less than the part towards Bossekop. The highest is 240 ft. above the sea.

3. ROUTE from ALTEN to KAUTOKEINO, KARESUANDO, and HAPARANDA (Finland).—As this journey is but rarely undertaken, the bulk of the present edition of the *Handbook* cannot fairly be increased by any detailed description of it. It is a toilsome journey of 10 days, at a cost of 20*l.* to 25*l.* *Kautokeino* can be reached from *Bossekop*, on foot and by boat, in 3 days and possibly in 2, the distance being about 112 kil. The nights have to be spent in mtn.-huts. Thence it takes about 18 hrs. to reach, also on foot and by boat, *Karesuando*, from which *Muoniovaara* is distant 91 kil. The *Muoniokoski* (rapids) are reached here. It then takes 3 days to reach MATARENGI, close to the *Avasaksa* mtn., which tourists in Finland ascend for a view of the midnight sun (see Murray's *Handbook for Russia, Poland, and Finland*). The distance thence to *Haparanda* by posting-road is about 80 kil.

4. MTN.-TRACK to KARASJOK.—Distance about 130 kil., through a desert region. From Karasjok, where a priest, a police-magistrate, and a merchant will afford assistance, the *Tana* can be descended by boat to *Polmak*, *Seida*, and *Nyborg*, in S. Varanger (see next Route).

ROUTE 45.

HAMMERFEST TO VARDÖ AND VADSÖ (VARANGER FJORD), *viâ* THE N. CAPE.

[Distance to *Vardö*, 334 kil.; fare, 20 kr. To *Vadsö*, 408 kil.; time, about 32 hrs.; fare, 24 kr. To the *N. Cape*, about 100 kil.; 6–7 hrs.; fare, 8 kr., and return ticket (16–17 hrs.), 12 kr. (Consult time-tables and advertisements as to the numerous and variable opportunities of viewing the MIDNIGHT SUN at the N. Cape. For the benefit of those whose chief object is to admire that grand natural phenomenon, the following table of the dates at which it can be seen in its several phases at the principal steamship stats. in Arctic Norway will be of use in the selection of the routes given in this Handbook:

	BODÖ	TROMSÖ	HAMMERFEST	N. CAPE	VARDÖ
Upper limit of sun .	May 31 to July 12	May 18 to July 25	May 13 to July 29	May 11 to Aug. 1	May 14 to July 28
Middle or half sun .	June 2 to July 10	May 19 to July 24	May 14 to July 28	May 12 to July 31	May 16 to July 27
Whole sun .	June 4 to July 8	May 20 to July 22	May 15 to July 27	May 13 to July 30	May 17 to July 26

Tourists usually endeavour to burn holes in their coats and hats, and to light cigars, by concentrating the rays of the midnight sun, as a material memento of their Arctic experience. A good-sized lens is necessary for the attainment of that object.]

From Hammerfest the str. takes a N.E. course, and after passing through the broad *Rolsösund*, touches, when bound for Vadsö, at

Rolfsöhavn (37 kil.), on the island of **Rolfsö**, the northernmost rocky islets of which closely contest with *Magerö* for the distinction of being the most northerly land in Europe. On one of these, the **Fruholm**, is the northern-

most lighthouse in Norway, little noticed during the 3 months of continuous summer sunlight, but very serviceable during the corresponding long winter's night to the mariner who has to double the many dangerous rocks projecting here into the ocean. The scenery is wild and desolate, and not so fine as that left to the southward. The str. now proceeds eastward to the next stopping-place,

Havösund (59 kil. from Hammerfest). Here will be seen a ch., a shop, and an oasis of comparatively luxuriant vegetation. The little flat island of *Havö* is sheltered from the N. gales and the ocean by the massive island of *Hjelmsö*, standing boldly before it.

Maasö (74 kil.) is another island on which is a stat. where the str. sometimes touches before halting at

Gjæsvær (89 kil.), a *telegraph stat.* and characteristic Nordland *Fisk vær*, or fishing stat., formed by a number of flat rocky islets or skerries lying off the W. shore of **Magerö**.

Crossing the mouth of the desolate *Tufjord*, which runs far into *Magerö* (now to the rt.), the course is laid for *Tunæs* and

Knivskjælodden, a long low cape, which is in reality the northernmost extremity of Europe, since it projects a few yards beyond the northernmost crag of the bold promontory that rises magnificently a little farther E., namely,

The **NORTH CAPE**, in lat. 71° 11′ 40″ N., distant about 20 kil. from Gjæsvær. It rises sheer from the ocean, and in some parts is quite perpendicular, and in others with only a few degrees of inclination. Its generally assumed height is about 968 ft. The weathering of the rock-face clearly indicates a tendency to pyramidal lamination. Several pointed crags stand out boldly on its W. side. The summit of the promontory is nevertheless so completely glacier-planed that from the str. it has the appearance of a smooth greensward. It is crowned by a granite *Obelisk*, erected in commemoration of its ascent by King Oscar II. in 1873.

The tourist strs. (as well as the mail strs. to Vadsö, when the latter are not forced by rough weather to take the channel between Magerö island and the mainland) approach the face of the rock very closely. The former class of strs. anchor for a time sufficient (about 3 hrs.) to enable passengers to ascend the N. Cape. Those who desire to do so are landed in *Hornvik* bay, on the E. side of the promontory. The climb is facilitated by a rope made fast to iron stanchions. On the plateau its extreme point can be reached by holding on to a wire rope, purposely provided.

The view from the edge of the precipice extends over the ocean on the N., far away towards the Arctic solitudes. The *Midnight sun* is finely seen from here. *Knivskjælodden* is seen projecting below, with its right to northward supremacy. Southward the view is obstructed by the higher rolling fjelds of *Magerö*. On the W. the summits of the lofty islands *Hjelmsö* and *Rolfsö* are prominent objects; on the E. the outstretching promontory of **Kjorgosh Njarg** displays its jagged outline, terminating at the **Nordkyn**.

There is no particular wildness of scenery on Magerö, and the sea is frequently almost calm in the height of summer. No trees grow upon it, but the sea throws ashore an abundance of driftwood, which supplies the inhabitants with fuel. For food their dependence is upon fish and wild-fowl, which abound. The Gyr falcon (so much prized for falconry) and eagles may be seen here.

The altitude of the sun's centre at midnight on June 21 at the N. Cape is about 4°, but by July 26 it has sunk to 4′.

The glories of the midnight sun have so frequently been described in poetry and prose that it is impossible to portray them in novel forms of expression. In his *Northern Travel*, Mr. Bayard Taylor, the eminent

American poet, has conveyed the most graphic, and also the truest, of all pictures that have been drawn by pen of that awe-inspiring phenomenon, and we therefore reproduce it. Approaching the Cape *from* the direction towards which we are travelling by this Route, he writes:

"It was now 11 o'clock, and Sværholt glowed in fiery bronze lustre, as we rounded it. The eddies of returning birds gleaming golden in the nocturnal sun, like drifts of beech-leaves in the October air. Far to the N. the sun lay in a bed of saffron light, over the clear horizon of the Arctic Ocean. A few bars of dazzling orange cloud floated above him, and still higher in the sky, where the saffron melted through delicate rose-colour into blue, hung like wreaths of vapour, touched with pearly opaline flushes of pink and golden gray. The sea was a web of pale slate-colour, shot through with threads of orange and saffron, from the dance of a myriad shifting and twinkling ripples. The air was filled with the soft mysterious glow, and even the very azure of the southern sky seemed to shine through a net of golden gauze. The headlands of this deeply indented coast—the capes of the Laks and Porsanger fjords, and of Magerö, lay around us, in different degrees of distance, but all with foreheads touched with supernatural glory. Far to the N.E. was Nordkyn, the most northern point of the mainland of Europe, gleaming rosily and faint in the full beams of the sun, and just as our watches denoted midnight the N. Cape appeared to the westward—a long line of purple bluff presenting a vertical front of 900 ft. in height to the Polar Ocean. Midway between these 2 magnificent headlands stood the midnight sun, shining on us with subdued fires, and with the gorgeous colouring of an hour for which we have no name, since it is neither sunrise nor sunset, but the blended loveliness of both—but shining at the same moment, in the heat and splendour of noonday, on the Pacific Isles."

Passengers who remain on board and are not attracted to the summit of the Cape by the view, or by the opportunity afforded to them of drinking the health of *Gamle Norge* in champagne (a temporary restaurant existing for the purpose), or of joining in a wild polka (as is occasionally the wont with tourists), can spend their time very profitably and pleasantly, either in sketching, taking photographs, or in *fishing*. Lines are provided on board all the strs. for the capture of the large cod, haddock, coal-fish (*Sei*), &c., that are found in great quantities on a bank right under the Cape. The deck of the str. is often strewed in all directions with results of the hauls made by the passengers and the crew.

Even the mail strs. (when they have an hour to spare), on their way to and from Vadsö, will in fine weather give their passengers an opportunity of fishing off the Cape.

[Some of the Vadsö-bound strs., and especially in stormy weather, steer inside *Magerö*, through the *Magerösund*, on the shores of which Lapps, with flocks of reindeer, are frequently to be seen. In such a case the str., after leaving *Gjæsvær*, touches next at *Sör Honningvaag* and *Kjelvik* on the S.E. side of Magerö.]

From the N. Cape, in scenery bleak and solemn, the course is over the *Hornvik*, then round the precipitous *Skarsvaagsnæring*, across the broad *Kamöfjord*, when, after doubling the long low cape of *Helnæs*, the str. puts in at the small trading-stat. of

Kjelvik (119 kil.) A *Ch.* will be seen in a small cauldron-shaped valley. Hence the str. turns into the

Porsanger fjord, a firth averaging 20 kil. in breadth and 120 kil. long. Its barren and uninhabited shores are not attractive, except when the midnight sun shines upon them. Boats will be seen in July and Aug. netting *Sei* (coal-fish or pollock = *Gadus virens*), and the presence of a shoal of those fish will be attested by the disturbed state of the surface of the fjord and by the attendant flocks of sea-gulls. The *Sei* pursue here the *Lodde* (*Osmerus articus*). In the daytime passengers will be interested by the leaping of the *Springhval*, or "Springer" whale (about 12–15 ft. long), straight out of the water with the head uppermost, to a height of 6 to 10 ft., and falling back on his side with a great disturbance of the surface of the water. This feat will be noticed in other northern fjords also. The real *whale* will likewise be seen occasionally, both inside and outside the fjords now being visited. Travellers are frequently fortunate enough to see a specimen or two of

that monster of the deep on the voyage to Hammerfest. The distant spouting of whales will often be observed on this Route. That action implies the filtering, through the "whalebone" brush with which the whale is provided on either side of his mouth, of the gulp he has taken of sea-water containing the small fish and minute marine animals on which he feeds, and which remain in the brushes. His throat is so small that a good-sized herring cannot pass down it.

In this fjord the str. touches at

Repsvaag (126 kil.) The rocks are curiously weathered. On proceeding up the fjord the craggy precipitous promontories disappear, and low glaciated islands and rounded hills of moderate elevation prevail. The str. passes the *Tamsö* island, rich in *Multebær* (cloudberry), and with a stat. on which *down* (eider-down) is collected, and then reaches its highest stat. in the fjord, viz.,

Kistrand (163 kil.), (*telegraph stat.*), on the W. shore, enlivened by a *Ch.* and *Manse*. Farming is seen on the grassy slope formed by an ancient glacier-bed. The *Laks elv*, a very good salmon-river (see "Angling" in *Introduction*), at the head of the fjord, can be reached hence by boat. There is also a mtn.-path to *Repvaag*, in the *Kvalsund*.

Leaving Kistrand, the str. returns to the mouth of the fjord, keeping more often on the E. side of it, and then proceeds round **Sværholtklubben**, a headland celebrated for the sight it presents of hundreds of thousands of sea-birds perched on ledges on the face of the rock, or darkening the air by their flight when disturbed by the report of a gun or the sound of the steam-whistle. They are, for the most part, a species of gull—the kittiwake. In a little bay just beyond this wondrous feathered colony the str. touches at

Sværholt (141 kil.) The inhabitants, once very numerous and possessing even a ch. of their own, are largely engaged in collecting the eggs of the gulls for domestic consumption. Hence, the str. steers S. up the **Laksefjord**, an inlet similar in most respects to the Porsanger fjord, but not so large. It displays the same effects of glaciation, especially in the neighbourhood of the next stat.,

Lebesby (185 kil.), on the E. side of the Laksefjord. A parish *Ch.*, a *Manse*, and a store will be seen here. The slopes of the mtns. are clothed with birchwood and the bottoms of the valleys with rich verdure. Returning towards the mouth of the fjord, the *Eidsfjord* will be passed to the E., and after doubling *Drotvik-næringen* promontory the str. enters the

Kjöllefjord. At its entrance is a curious projecting and nearly isolated mass of rock, shaped like a cath. or castle with square towers, and called the *Finkirkene* ("Finns' chs.") The Finkirkene were objects of worship by Lapps in heathen days. The rocks and headlands in this vicinity are very grand. Finely polished pebbles may be gathered on a beach at the head of the fjord. Beyond, the str. touches at *Skjötningsberg* and *Sandberg*. Steaming out into the open sea, magnificent craggy headlands are passed, and presently the traveller finds himself in face of

Nordkyn, the northernmost extremity of the *Continent* of Europe, the N. Cape being an island promontory. It is in reality finer than the N. Cape, its slaty crags being more weird and varied in their spiky outline. It has also a plateau on its summit. A panorama is now passed of wild precipitous headlands, with deep glaciated bays between, and after touching at *Mehavn*, where Mr. Sveyn Foyn has a *Whaling* establishment, the str. proceeds to

Gamvik (215 kil.) A *Ch.*, a store, and several houses will be seen on an open plain. Thence the course is along the unprotected coasts of the great *Kjorgosh Njarg* and *Varjag Njarg* promontories, into the

Tana fjord, flanked by mtns. (2000

to 2500 ft.), and which, after a stoppage at *Finkongkjeilen*, is ascended to

Stangenæs (*Vagge*), (245 kil.) The str. touches here for *Guldholmen*, on the opposite side of the estuary of the *Tana*, which is reached by boat in 1 hr. (6 kil.)

[The **Tana elv** is a splendid stream, and its tributaries large and numerous. It rises in mtns. to the S.E., and is for a long distance the boundary between Norway and the grand duchy of Finland. The *sea-trout* fishing is excellent in the estuary, and *salmon* abound in the river (see "Angling" in *Introduction*). A great part of the river consists of broad shallow *lakes*. Mosquitoes swarm, and there is no escape from them, except within a tent. There are no houses on the banks.]

Tourists who desire to break the monotony of this voyage can engage a boat to ascend the river to *Seida* and post thence to *Vadsö*, where the str., left at Stangenæs, can, if necessary, be rejoined in time for the return voyage. The same route can be taken (in less time) in the reverse direction, from Vadsö, the mail str. being in either case caught.

[BY BOAT AND ROAD TO VADSÖ.

At **Langnæs**, about 1 kil. from *Gudholmen* (see above), is an *Inn*, where a boat can be engaged for the ascent of the *Tana*, to **Seida**, about 35 kil., in 3 to 4 hrs. (charge: 8 kr. per boat carrying 2 passengers). The *Elvebaade* ("river-boats") are long, narrow, and without thwarts, so that the traveller must contrive to sit in the bottom of the boat, supporting himself against his handbags or portmanteau. In the event of his having a fellow-traveller, he and his companion must sit back to back. The boat is forced up the stream by *stagning*, or punting.

At Seida, where there is a Lapp settlement and tolerable accommodation, the traveller proceeds by a good road to

Nyborg (18 kil.), at the head of the *Varanger fjord*, where a local str. can be taken for VADSÖ. If the str. be not caught, the traveller will have to post from Nyborg to Vadsö (43 kil.) The places passed on the way are

Næsseby. There is a ch. here.

Mertensnæs (quarters at the storekeeper's). Here is an upright stone of disputed origin. It is about 9 ft. high, and surrounded by circles of stones. Near to it, on the S.E., is a mound similarly encircled.

If time permits, the **Storfjeld**, commanding a fine view, should be ascended. It rises directly behind Mortensnæs.

Klubben, above which is the **Klubbenfjeld**, where formerly the Lapps offered sacrifices to propitiate success in the halibut-fishery. After crossing the **Nordre Jacobs-elv**, well stocked with *fish*,

Finnæs is reached, and then

Paddeby, whence it is only about 11 kil. to VADSÖ.

In the course of this excursion the tourist will be surprised at the luxuriance of the verdure and the abundant growth of birch-trees. The costumes of the Lapps and their earth-covered dwellings (*Gamme*) are of considerable interest.]

From STANGENÆS the str. returns down the fjord, and, rounding the *Tanahorn* (863 ft.), touches next at

Berlevaag, an important fishing-stat., and, after stopping again (sometimes) at 2 small stats., proceeds to

Makur (326 kil. from Hammerfest), a fishing-stat., like *Syltefjord* and *Havningberg*, which are also sometimes visited before reaching

VARDÖ[1] ✻ (334 kil.) Lat. 70·22 N. *Brit. Vice-Consul.* This town, which is of some importance commercially and politically (pop. 2400), lies on an oblong island off the E. point of the *Varjag Njarg*. The small fortress of VARDÖHUS, built for its protection (originally in the 13th or 14th cent.), is not imposing in its appearance or actual efficiency, and is held only by a few artillerymen under a commandant, who permits travellers to visit its old walls. A beam from an ancient house is shown, with the names of Christian IV. (1599) and Oscar II. (1873) incised on it by those monarchs. The smell of decaying flesh of whales no longer pervades the town, for, as at Vadsö, the enterprising king of whalers, Mr. Sveyn Foyn, has closed his establishments at these 2 stats. and transferred his activity to other localities, the whales, formerly so numerous, having been scared away by the great number of strs. employed in their pursuit.

[Travellers will be aware that whales are now killed with harpoons and explosive shells

[1] As the Finlanders, even at Vardö and Vadsö, disdain the acquisition of any foreign language, travellers coming in contact with them should be provided with Murray's *Handbook for Russia, Poland, and Finland*, which contains a practically complete Vocabulary, &c., of the Finnish language.

fired from a swivel gun in the bow of the str. A few of these strs. can still be seen in this fjord, but a greater number of them are now employed a little S. of Hammerfest, inside Sörö island. Whaling has of late years been very successfully pursued in the Christiania fjord, in the neighbourhood of the Færder lighthouse (see Rte. 1).]

The smell of cod drying in the sun and of boiling train-oil, and perhaps the odours emitted by a fish-guano manufactory or two, will, in certain directions of the wind, somewhat incommode the passengers even if they do not land.

From *Vardö* the course is past some islands, the inhabitants of which are engaged in collecting *down* from the nests of the *eider-duck*, carefully protected by regulations against extermination.

A stoppage is generally made at **Kiberg**, a fishing-stat. much frequented by Russian vessels. Beyond, on the low rocky and barren coast, will be passed several settlements of Finlanders, immigrants from the grand duchy, and locally called *Kvæns*. Finally the str. casts anchor at

VADSÖ ⁎ (408 kil.) Lat. 70·4 N. *Brit. Vice-Consul.* This town (pop. 2200, mostly Finlanders) lies at the southernmost point of the *Varjag Njarg*, in the great **Varanger fjord**. It is the residence of the Prefect of Nordland, and a livelier place than Vardö, like which it is much frequented by Russian traders from the White Sea. The smell of fish predominates. On a hill to the N. is a pretty *Ch.* In the vestry is a picture (1661) representing the parents who gave it to the ch. and their 8 children, alive and dead. The *Tower*, with a curious offertory-box below, is worth ascending. If not returning by the same weekly str. to Hammerfest, the traveller, and especially the *angler*, is strongly recommended to make an

Excursion to the South Varanger Fjord.

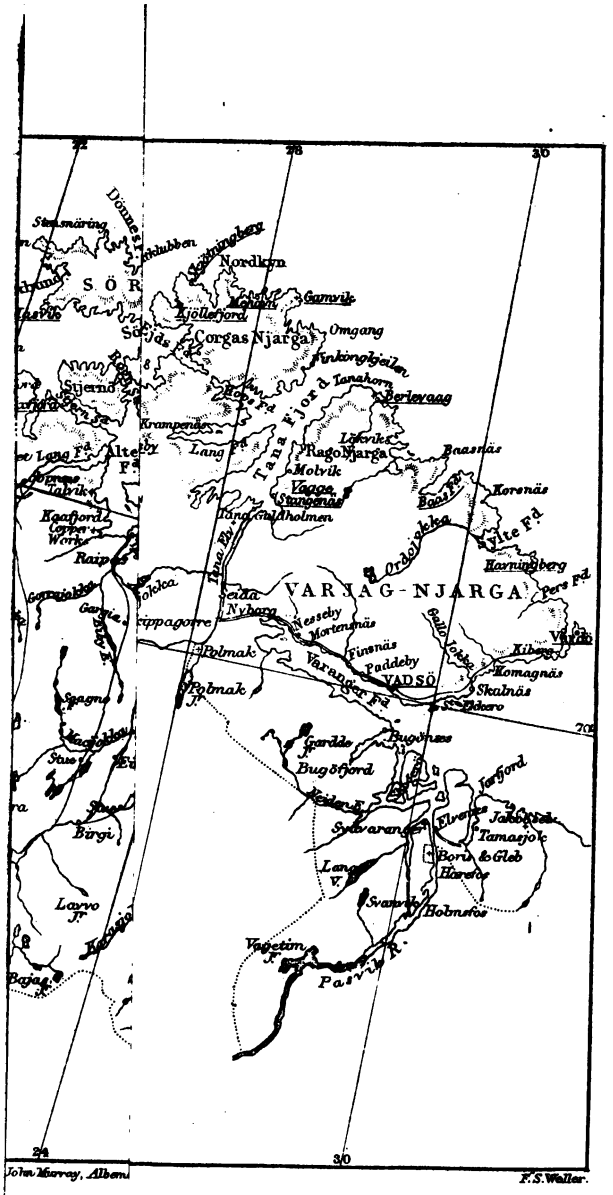
A local str. leaves in correspondence with the mail str. for that fjord, and after stopping at *Kirkenæs*, on a promontory between the *Klosterfjord* and the *Langfjord*, proceeds to the charming

Elvenæs, at the mouth of the *Pasvik* river, for the splendid *salmon-fishing* in which see "Angling" in the *Introduction*. Although the river is generally in British hands, *grayling-fishing*, unequalled in Europe, is available at a short distance from the house (of the late Lendsmand Klerk), at which visitors are comfortably lodged and most adequately entertained at a small daily charge. If not bent on fishing, the traveller can ascend (about 4 kil.) the Pasvik, in charge of a Lapp, to the Russian territory, which here juts out, or impinges, under treaty stipulations, in order to include the ground on which stands a Russian *Ch.* dedicated to the saints *Boris* and *Gleb*. The original wooden *Chapel*, or cell, was built about 3 cent. ago by Triphon, a monk from Novgorod the Great, who was the first missionary among the Lapps in these districts. The resident Russian priest willingly shows the edifices and relics of which he is in charge. The local Lapps (about 150), who are mostly as miserable in physical appearance as they are in their economic condition, are called by the Norwegians *Skolter* ("Scalp Lapps"), from a cutaneous disease which at one time made them all bald. Their own name for themselves is *Nuortallas*, or "Eastlanders," and they call their Russian masters *Ruossa*, while the Finlanders of the grand duchy are still classed as "Swedes."

A short walk along the river, over Russian ground (accessible without a passport), brings the traveller again into Norwegian territory at the shore of a large lake (full of *fish*), which is ascended by boat (ordered beforehand at Elvenæs) to

the *Harefos*—evidently derived from the Scandinavian and Finnish word (*Har*) for a *grayling*. It is surprising to find so much fine vegetation (especially birch-trees) at the back of the rugged barren coast by which this green oasis of the South Varanger has been approached.

Enthusiastic anglers, fearless of mosquitoes and prepared to tent out, can, after providing themselves with a passport for the Russian Empire, ascend the Pasvik to *Lake Enare*, in the grand duchy, and enjoy the splendid *trout-fishing*, of which they will find an account in the charming and instructive works of Prof. J. A. Friis, the greatest living authority on Lapland and on all matters connected with the most northerly part of the kingdom of Norway, the chief itineraries in which have now been described.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Gamvik
Omgang
Corgas Njarga
Tana Fjord & Tanahorn
Berlevaag
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Rago Njarga
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Guldholmen
Raipas
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Polmak
Varanger Fd.
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Fishing in fifteen lakes at moderate charge. Ptarmigan and other **Shooting**.

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N.B.—*Spirits* and *Liqueurs* are not supplied by the glass at hotels. An entire bottle must be ordered.
Smeby's: conveniently situated close to the principal piers. A comfortable, quiet house. Charges reasonable.
Norge: close to the Old Park. First-class food, and charges about the same as at Holdt's.
Nordstjerna: near the Post-office. Very good.
Bergen and *Scandinavie*: very fair.
Private Hotels: Mrs. *Gadd's*, Mrs. *Steen's*, Marie *Hansen's* and Mrs. *Blehr's*: all good, with reasonable charges. Meals can be taken in hotel *Restaurant*.
Club: "Den Gode Hensigt," or "Logen" (pron. Lojen), opposite Holdt's hotel. Good *Reading-room*, with English and other newspapers; *Library*, *Billiard-table*, *Restaurant*, &c. Travellers admitted by a member for 8 days gratis.
Confectioner: *Holdt's* (Magnussen), Veiten, 8, near Holdt's hotel; and *Michelsen's*, facing Town Park.
Anglican Church Service: during Tourist Season, every Sun. at 11 A.M. and 6 P.M., in the "Old Museum" building, *Musæ st.*, close to the *Lille Lungegaardsvand*. Supported solely by voluntary contributions, which are also urgently required for the much-needed erection of a suitable ch. *Donations* towards the building fund in progress received by the Brit. Vice-Consul or the churchwarden, T. M. Wilson, Esq.
Tourist Offices: *Bennett's*, in the Market place, close to Holdt's and the Norge hotels.
This is a branch of Bennett's old-established Tourist Office in Christiania. Travellers will here obtain all the information, advice, and assistance they may require, *free of charge*. Accurate and reliable tours are planned for any given number of days, with a special view to making the best use of time, arranging the closest correspondence with strs. and rlys. at all connecting points, selecting the best sleeping-quarters, and supplying useful hints for travelling through the country.
Drafts on letters of credit, circular and bank notes, sovereigns, &c., exchanged into suitably assorted Norwegian money. Rly., str., hotel, carriole, and carriage coupons issued for all the principal routes in the country, by which time and trouble are saved, and comfort ensured.
Travellers' letters taken care of or forwarded, and luggage warehoused or despatched. Berths secured.

Rooms at hotels engaged. Commissions executed, and every information relative to fishing, shooting, &c., supplied. The Office keeps on sale Guide-books, Phrase-books, Time-tables, Books on Norway, Novels, Tauchnitz Edition of British Authors, Maps, Wood-carvings, Filigree Jewellery, Old Silver Ornaments, Antiquities, a large variety of Norwegian Curiosities, and Photographic Views of Norway, by the best publishers and at lowest prices.

Beyer's, or "Norsk Tourist Bureau," in Strand st. The same business, in competition with Bennett.

Post-office: Smaastrand st., leading out of the Market place (8 A.M. to 7.30 P.M.)

Telegraph-office: at the back of the Exchange.

Brit. Vice-Consul: S.W. side of Strand st.

U.S. Consul: Smaastrand st., almost opposite Post-office.

Banks: branch Bank of Norway, Credit Bank, and Private Bank, at the back of the Exchange.

Cabs: at a stand in the Market place, in front of the Exchange. Fare within the city, 50 to 80 ö. For drives to outskirts, carriages should be ordered from *Livery* Stables, at the hotels or Tourist Offices.

Watermen (Flötmænd): in the Vaagen (harbour). Fare from the Fish-market Quay to the Custom-house (Toldboden), 20 ö., and 13 ö. for each additional person. One fare is charged for luggage up to 180 lbs. in weight, and double that quantity as 1½ fare. Watermen are also stationed in the Puddefjord harbour.

Porters (Bypud): ordinary charge, 50 ö. for carrying luggage to an hotel.

Baths, *Warm* (Roman and Vapour), at the Infirmary (*Sygehus*), in Theatre st. *Sea-baths*: at *Mahlenpris*, in the *Puddefjord* harbour and outside the ramparts (Fæstningen).

Hairdresser: "Salon de Bergen," in Olaf Kyrres st.; excellent; also *Jörgensen's* in same st.

Theatre: close to the Engen sq. Performances, in Norwegian, thrice weekly.

Music: in the Park, at Lille Lungegaardsvand, between Olaf Kyrre and Christie sts. Band plays sometimes in the middle of the day, at others in the evening. A military band also plays in Nygaard Park, several evenings in the week.

Museum: Sun. 11.30 A.M.–1.30 P.M.; Mon., Wed., and Fri. 11 A.M.–1 P.M. At other times shown by the porter for a small fee.

Picture-gallery of the Art Union: at E. corner of the Engen sq. Mon., Wed., and Fri., 11 A.M.–1 P.M. Fee, 20 ö.

Fishery Agents: Bennett; Beyer.

Shops (English spoken): Norwegian *Antiquities*, old and new *Silversmiths'* work: *M. Hammer*. By special appointment Jeweller to H.R.H. the Prince of Wales. *Strand st.*, 57.

Provisions, Wine, Tinned Meats, &c.: *C. Kroepeliens Enke*, Strand st., 40–43.

Wines and Spirits: wholesale and retail. *Wingaard*, Market place, 7.

Spirits and Liqueurs: in a few shops kept by the *Brændevins-Samlag*, a co. which holds from the city, for the public benefit, a monopoly for the sale of spirituous liquors. (See "Drives" in body of Handbook.)

Books, Stationery, Photographs, &c.: at *Bennett's* and *Beyer's* (see above: "Tourist Offices"); also at *C. Floor's* and *E. B. Giertsen's*, Strand st.

Tobacconists: *Reimers & Son*, Smaastrand st., 3 (between the Market place and Post-office); *Einar Dahl* (opposite Holdt's hotel).

Furrier: 1. *C. Brand*, Strand st. Large assortment of furs, skins (mounted), eiderdown and polar-bear rugs, stuffed animals and birds, antlers, &c. This establishment is well worth inspection.

2. Kahrs, Strand st.

Chemist: *Monrad Krohn*, near Post-office.

Fishing Tackle and Sporting Requisites: *L. H. Hagen & Co.*, between the Exchange and Ch. of the Holy Cross.

Steamship Agencies: *C. A. Gundersen*, Strand st., 71. Wilson Line agent: *Ole R. Olsen*. Newcastle Str. Lines: Bergenske Dampskibselskab Office; J. C. R. Bruenech & Son.

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Hotels: *Victoria*, close to rly. stat. and British steamship-quay. A large, old-established, first-class house, with 100 rooms at 3 kr. to 10 kr. *Table d'hôte* (2.30 P.M.), 3 kr. B. 2.50 kr. S. 3 kr. Cold and hot baths, and generally every comfort and convenience, including English and other newspapers. English, &c., spoken (as in all the other hotels here mentioned). Omnibus to and from hotel.

Grand H., in the principal st. (Carl Johan st.), 10 min. walk from the quay or rly. stat., opposite the Storthing, and near the palace, the university, museums, &c. Enlarged 1890, it has more than 100 rooms, elegantly furnished, at 2 to 25 kr. Their aspect being mostly towards the S. they are more especially cheerful and warm in winter, when *pension* is available on lower terms than in summer. *Table d'hôte* (from 1 to 5 P.M.) at 3 kr. In the handsome restaurant, a light D. (2 dishes) is served between 1 and 3 P.M. at 1 kr. Excellent café. Lunch 40 ö. to 80 ö. per plate. As at the Victoria, the *cuisine* is excellent. A reading-room (with English and other journals), baths, an elevator, &c., complete the comforts of this highly recommendable establishment, which also has an omnibus.

Scandinavie H., also in Carl Johan st., midway between the quay and the Grand H., on the l.-hand side. This very good hotel has 50 rooms at 2,50 kr, to 5 kr. D. 2 kr. at any hour. *Table d'hôte* (2 P.M.), 3 kr., and between 1 and 3 (3 dishes) at 1.50 kr.; S., 1 kr. to 1.50 kr.; B., 1.50 kr. to 2 kr. Hot and warm baths, reading-room, &c.

Metropole H., corner of Carl Johan and Kongens sts.; a new first-class establishment; centrally situated.

Britannia H., near the quay, on the way (to the l.) to the Victoria H.: an old-fashioned house, but very clean and comfortable, with 30 rooms at 2 to 3 kr., including lights and service. Until 1 and after 6 P.M. lunch in the café at 40 ö. per plate. D. *à la carte* (2 dishes), 1 kr.; S., cold, 1.20 kr.; B., with egg, 1 kr.; "portions" of meat, ham, &c., 60 ö. to 1 kr.

Royal H., in the rly. stat. sq., where it has an imposing *façade*, close to the quay; an establishment visited mostly by commercial people, and well reputed. There are 65 rooms at 3 kr. to 5 kr., lights, &c., included. *Table d'hôte* (2 P.M.), 2.50 kr. D., 60 to 80 ö. per "portion"; B., 1 kr.; S. (cold), 1.50 kr. Cold and warm baths, &c.

Martin's H., kept by the former porter of the Victoria, where the establishment is recommended when the latter hotel is full. It occupies 2 storeys of a large house in the great market sq. Excellent accommodation and food at moderate rates.

H. du Boulevard, opposite Grand H. Conveniently situated, and possessing an excellent café and dining-rooms. R. from 1½ kr. Lunch in café till 1, and S. after 6 P.M., at 40 to 80 ö. per plate. Light D., 1 to 4 P.M. (2 dishes), 1 kr. D. 1 to 5 kr.

Private H. (*Hôtels Garnis*, or *Pensions*): Numerous. The best are: *Scheen's H.*, in large red house l. of the Storthing. Terms more moderate than at hotels. R., 1.50 kr. to 3 kr.; D., 3 kr. Clean and comfortable. The same may be said of *Larsen's*, alongside (over a cross st.) of the *Grand H.*, and of *Hansen's* in Tordenskjold st. The principal other houses of the same kind are *Schnorbusch's* (leading to the palace), *Wallen's*, *Aanrud's*, *Hasselman's*, and *Anna Kure's*, all in Carl Johan st. or its vicinity, and easily found by their signboards, or under the guidance of a porter or cabdriver.

Furnished Apartments for a short period difficult to obtain.

Villas, country, for summer, furnished or otherwise, can be hired at very moderate rents in the beautiful vicinity of city. Apply to Mr. Paul Due, architect, Storthing st., or to Tourist Agency.

Valets de Place: T. Winge (excellent). Apply at Victoria H.; also Brecke, Grand H.

Restaurants: at hotels already mentioned. *Christoffersen's*, an establishment more fashionable and somewhat superior in *cuisine*. Charges moderate. The *Tivoli* and *Cordial* Restaurants (side by side), close to the palace (l. of avenue), can also be recommended. D., 1 to 5 kr. The *Christiania Steam Kitchen* (*Dampkjökken*), Torv st., supplies substantial meals (2 dishes) until 3 P.M. at 35 ö. and 50 ö. for the better courses. (For restaurants outside the city, see "Drives.")

Cafés: in *Grand H.*, in the *Pavilion* at the head of the avenue, close to palace, and generally at the *Restaurants*. Excellent beer and light refreshments are also supplied (in combination with vocal and instrumental entertainments) in the grotesquely frescoed cellars of the "Bazar-Halle" in Young's Torv (market place). Also at other places. (See "Theatres and Music.")

Confectioners: *Günther*, on way (same st.) to Grand H.; *Baumann*, in Övre Slots st., which runs off to the l. from Carl Johan st., and *Halvorsen*, opposite (S. of) Storthing.

Reading-Rooms: *Athenæum*, opposite E. end of Storthing. Travellers introduced for a fortnight by a member. English and other journals and reviews. A circulating library.

Cabs (*trille* or *droske*):

these are not allowed to ply in the streets for hire, but must be fetched from one of the many stands, unless accidentally picked up. *Fares*: within radius of city, for 1 person, 40 ö. (1 horse) and 80 ö. (2 horses or *calèche*), and in each case 20 ö. additional for every person in excess. The corresponding charges beyond the radius are 80 ö. and 1.20 kr., with 30 ö. addl. for each person above 1. When taken by the hour (within city and its suburbs), the fare is 1.50 kr. for 1-horse, and 2.50 kr. for 2-horse vehicles (found only in the market sq., opposite statue of Christian IV.) When more than 1 person, 25 and 50 ö. respectively, for each, per hour. After 11 P.M. in summer and 10 P.M. in winter, the initial fare per course is 80 ö. for 1 horse and 1.20 kr. for 2 horses, with 20 to 30 ö. for each person above 1. Luggage carried free: 50 lbs. and 100 lbs. respectively.

Livery Stables (*Vognmænd*): the best and most central are those of *Nyqvist*, in st. running off Carl Johan st., from corner of Grand H. Carriages (with 1 or 2 horses) can be ordered by telephone. Fare for 2 horses, 3 kr. per hr. Charge for drive to Holmenkollen (see "Drives") and back, 10 kr. for a landau and pair. Special agreements can be made also for other drives. Riding-horses provided. Nyqvist's carriages and horses, as well as those of other proprietors, are available at every hotel on application to porter.

Tramways (*Sporvogn*): their starting-place is in the Stor Torv. They run every 5 min.: W. to Western rly. stat.; N.W. to Homansby; N.E. to Grüner-lökken; and S.E. to Oslo (see City plan). *Fare* (15 ö.) slipped into glass box. Driver changes money up to 1 kr.

Small Strs. ply from the *Jernbanebrygge* (parallel with quay for British strs.) to places on the fjord (as far as Frederikshald and Tönsberg) and to the islands in the Bundefjord (see "Excursions"), and from the quay in *Piperviken* (the harbour W. of *Björviken*, where the ocean and coasting strs. lie) to Fredriksborg on Ladegaardsö (Bygdö) penin. (every half-hour), and to Oscars-hall and Bygdö sea-baths frequently.

Boats can be hired at the Piperviken and Custom House quays and at the "Baadforening" (under E. side of Akershus castle), at 1.20 kr. per hr.

Rly. Stats. (E. and W. lines). (For situation, see Plan.)

Posting-House: the stat. is at 12 *Pilestrædet*. Horses, carrioles, &c. can be ordered at *Bennett's Tourist Agency*.

Porters and Messengers (*Bybud*): distinguished by numbered brass badges on caps. They stand close to *Vor Frelse Ch.* (Carl Johan st.), in the small sq. near Storthing, in *Homansby*, and also await trains and strs. *Tariff*: 20 to 50 ö. per errand or 20 to 60 ö. per package carried, according to distance and weight.

Post and Telegraph-office: corner of Carl Johan and Kirke sts. Open from 8 A.M. to 8 P.M.; Sun. 8 to 9 A.M. and 5 to 6 P.M. Letter-boxes in various parts of the city, at principal hotels, and on board Messrs. Wilson's mail strs. Correspondence, &c., can be posted at the chief office until 7.30 P.M., and at the rly. stat. until 9.35 P.M. Daily delivery from abroad early before noon. *Poste restante* registered letters and money orders can be claimed between 9 A.M. and 6 P.M. English letters and newspapers reach within 3 days; Scottish and northern mails are a day longer. (For *Postage Rates*, see *Introduction.*) There is a weekly *parcels post* between Newcastle and Christiania. The Parcels Customs' Office is in Skipper st. Open on weekdays from 10 to 3. The *Telegraph-office* is open daily from 7 A.M. to 9 P.M., and also at night for telegrams abroad. (For *Rates*, see *Introduction.*)

Telephone: at all hotels *free*. There are also several stats. for conversations with subscribers (10 ö.) and from which messages can also be sent at a charge of 30 ö. to 50 ö. for 30 words, according to radius.

Banks (open from 10 to 2): *Bank of Norway*, in Bank plads; *Norske Credit Bank*, corner of Kirke and Prindsens sts.; *Christiania Bank and Credit Kasse*, on W. side of Great Market sq.; *T. J. Heftye & Son*, 20 Tolbod st.; *N. A. Andresen & Co.*, 6 Kirke st.; *S. C. Anderson* (also Danish consul-gen.), 4 Prindsens st. Circular notes addressed to one of these houses will not be accepted by any of the others.

Money-Changers: *Jacob E. Dybwad*, in Carl Johan st., near rly. and quay; *P. Henschien & Co.*, 22 Prindsens st. Cheques as well as notes and coin are also changed at

Bennett's Tourist-Office, 17 Store Strand st., close to rly. stat. and quay. Here routes suited to the requirements of each traveller or party, vehicles, harness and horses, travelling requisites of every kind, photographs, Norwegian music, wood-carving, silver, and antiquities, books on Norway, Murray's and other handbooks, English novels, &c., are purchasable. Also trustworthy information of every kind and valuable assistance, and notably coupons for rlys., posting, and inns.

The *Brit. Cons.-Gen.* is in Carl Johan st., 39; the *Amer. Cons.*, 1 Stener st.

The **Anglican Church** (St. Edmund's) is in Möller st. (see Plan and Descriptive Paragraph, p. 13). Service on Sun. 11 A.M. and 6.30 P.M. (see notices at hotels).

Medical Men: *Physician*: Dr. Stabell, Sehestads st., not far from Grand H. *Physician and Surgeon*: Dr. Egeberg, 20 Universitets st., a few houses from Carl Johan st. (court physician). *Surgeon*: Prof. Nicolaysen, 19 Pilestrædet st. *Oculist and Aurist*: Dr. O. B. Bull, Akers st., Dr. V. Uchermann, 26 Prindsens st. *Dentists*: Dr. Heide, 6 Storthings st., and Dr. Frid-

mann, corner of Carl Johan and Universitets sts.

All these medical practitioners are of European eminence, and their fees do not exceed 5 kr. per visit. As regard the dentists (who are numerous), they are mostly of the American school, and their work is so excellent and cheap that the fare to Norway and back can be recouped by those who require extensive dental repairs. English perfectly spoken by all who are here mentioned.

Chemists: *Nordstjern*, in Storthing st., opposite Grand H.; *Svane*, corner of Raadhus and Kirke sts. (near Victoria H.); "*Elephant*," in Great Market place.

Baths: *Roman*, &c., "Christianiabad," nearly opposite the university. *Warm salt-water* baths, on Victoria terrace. *Sea-bathing* at foot of Akershus castle; but the best establishment ("Bygdö") is at the extremity of Ladegaardsö penin., to which strs. ply frequently (see above).

Hairdresser: *Chr. Erichsen* (from London), 12 Nedre Slot st.

Shops: (English spoken generally). Being numerous, only a few of these can be mentioned, although many others are as good.

Silver- and *Goldsmiths*: D. Andersen, corner of Kirke and Prindsens sts. Large choice of old silver and filigree work (specially recommended for excellence, combined with cheapness); J. Tostrup, opposite Storthing (court jeweller, &c.)

Furriers: Larsen, 21 Kongen st.

Picture- and *Art-dealers*: Blomqvist and Abel, both in Carl Johan st.

Waterproofs, Travelling Requisites: W. Schmidt (agent of Tourist Association), in Kirke st.

Stationery and *Photographs*: R. Andvord, Carl Johan st., opposite Post-office. Finest collection of photographs at T. Bennett's.

Book- and *Map-sellers*: Cammermeyer, Aschehoug, and Beyer, all in Carl Johan st.

Music-sellers: Warmuth, 17 Kirke st.; Hals, 27 Carl Johan st.

Wine and Spirit Merchants, Tinned Meats, Groceries: P. A. Larsen, close to Victoria H.; C. Magnus and Bergwitz, both in Carl Johan st.; E. Lexow & Co., Tolbod st.; C. J. Christophersen & Co., under H. Scandinavie.

Cigars: Glöersen, near Grand H., and Jebe, nearest H. Scandinavie. Havannah and other cigars and tobaccos (of every brand used in England) cheaper than in England.

Norwegian Lapidary Work: pretty objects in labradorite, syenite, granite, &c., 39 Carl Johan st.

Norwegian Wood-carvings, Textile Fabrics, Toys, &c., at the "Husflids Magazin," in Eger Torvet, corner of Carl Johan st.; also (very cheap) at the "Tugthusetsudsalg," a shop in Stor st. for sale of prisoners' work.

Fishing-tackle, Guns, Cartridges, &c.: L. Torgersen & Co., 5 Carl Johan st. English flies, and tackle generally, cheaper than in London or Edinburgh.

Fishery Agents: T. Bennett; Theaker and Lammers; A. Sharpe.

Theatres and Music: in summer the *Christiania Theatre* (Bank plads), in which pieces only in the vernacular are performed, is generally closed.

At the *Tivoli* (obliquely opposite to the university), an elegant building, lighted by electricity, and with pretty grounds, operettas, concerts, and "varieties" are given every evening (except on Sat.) This is the only place of amusement available in the summer for open-air entertainments. A *Circus* (open towards spring) is attached to it. A military band plays daily in the avenue (Studenterlunden) between 2 and 3 P.M. (on Sun. 12.30 to 1.30 P.M.)

Variety entertainments and café chantants are to be found at the *Alhambra, Casino, Bazarhallen, Stjernehallen*, and *Eldorado* music halls.

The *Diorama* of Norwegian landscapes, &c., is well worth seeing, at 41 Carl Johan st.

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CHRISTIANSAND, 4
Hotels: *Ernst's*: close to steamship pier; excellent. R., from 2 kr.; B., 1.50 kr.; D., 2.50 kr.; S., 1.50 kr.
Preus's, in Skipper st.; good and moderate.
Dagmar, near Cath.
Porterage from pier: 20 ö per trunk to Custom-house, from which (or from pier) 33 ö. to any of the hotels.
Boats from strs. anchored in the harbour: 13 ö. each person, and 7 ö. per trunk to pier.
Cabs: within 1st radius: 40, 60, and 80 ö. for respectively 1, 2, and 3–4 persons. Drive to *Ravnedal, Krossen*, &c., 80 ö. to 1.20 kr. respectively, and half-fare back, after waiting ½ an hr. Fare per hr. 3–4 kr.
Post-office: 26 Kongen st.
Telegraph-office: 16 Vestre Strand st.
Baths, *Warm*: in Market place (40–60 ö.) Tickets at *Elephant-Apothek* (*chemist*).
Sea: W. side of Odderö island, at S.E. end of Strand st.; ferry 3 ö. Charge 40 ö
Ladies: 10 A.M. to 12.
Shops: *Books, Photographs, &c.*: K. C. Grönfoft, J. Bergen, and C. R. Bergen.
Preserved Meats, Wine, &c.: M. Hansen, H. Tranberg, Bröderne Hansen.
Spirits: at the *Samlag* (Local Option Stores).
Cigars, &c.: O. P. Moe, A. Nielsen, N. E. Norem.
Fishing Tackle: J. B. Olsen.
Cartridges, &c.: O. A. Undsæl.
Antiquities: Th. Rasmussen.
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Hotels: *Lastein's* (*Tokkedalen's*): at pier; very good and moderate quarters for anglers. *Bandak* and *Folkevang*: on river; both good and comfortable. R., from kr. 1.50; B., kr. 1; D. kr. 2; S. kr. 1.20.
DALETAARN, 150
DALEVAAG, 123
DALHOLEN, 87
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DRAMMEN, 30
Hotels: *Britannia* (in Stromsö quarter) and *H. Central*, opposite railway stat.
Cabs: 40 ö. per course (1 person); 2-horse carriage (2 persons), 60 ö. Per hr.: 1.10–1.60 kr. Omnibus between Bragernæs and Tangen.
Post and Telegraph Offices: at the Exchange.
Banks: *Norges Bank*, in Stromsö Market place. *Private Bank*, in Exchange building.
Reading-room: *Athenæum*. Strangers introduced for 14 dys.
Theatre: corner of Store st. and Kirke-pladsen.
Baths: Myhre's, close to Stromsö ch.
Shops: *Books, Photographs, &c.*: H. Lyche & Co. *Preserved Meats, Wines, Cigars, &c.*: H. Hansen. *Fishing Tackle, Cartridges, &c.*: H. Lyche & Co.
DRAMS R. [66]
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Hotels: *Badehus*: In main street; good. *Petersen's*: Close to pier; good. Beds (1½ kr.) Both moderate. **Restaurant**: *Hjeldsen's*; good meals, moderate. **Baths**: Sea and warm; hot decomposed seaweed for rheumatism, &c.; very effectual.
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DRÖNEN ISLAND, 139
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Hotels: *Salvesen's, Jæderen, Ellingsen's.*
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Hotel: *Germania*; excellent food and accommodation.
EGGEDAL, 55
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Hotels: *Mæland's*: close to fjord; excellent. *Jaunsen's*: A little higher up; also good. **Telegraph** Station.
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Railway Station **Hotel**; excellent (winter and summer). **Baths** (chalybeate): on the Eidsvoldbakke, 5 kil. from station. R., 4–8 kr. per week. Board, 2 kr. per day. Ten villas and a nice park.
EIKEDALSFOS, 115
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Hotel: *St. Olaf's*; good posting station
ELVESÆTER, 67, 71
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Hotels: *Fagernæs*: excellent; *Anglican service* held there in summer; **Post Office** close by; **Telephone** to Frydenlund and Tonsaasen. *Fagerlund*: close to the lake; very good; beautiful situation; R., 1.20 kr.; D., 1.80 kr.
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Hotels: *Fagerstrand*; opposite pier; R., 1.50 kr.; B., 80 ö.; D., 2 kr.; S., 1 kr. *Örnes*: higher up; moderate. *Conveyances*: carriole to *Vaa*, 3.60 kr. (5.40 kr. there and back); stolkjærre, 5.40 kr. and 8.10 kr. (2 persons); two-horse carriage, 10-16 kr., according to number of persons, 2 kr. per horse additional when kept over the night.
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Dil. daily from Lillehammer in 4½ hrs. Fare, 8 kr.; return, 14 kr.

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At the Gjendebod the guides for the ordinary routes are procured by Erik Slaalien. *Ole Kvittin* is a special guide for the peaks. To Memurubod the route may be reversed.
2. The **Memurubod** (Hospice), on the N. shore of the lake, about halfway between its E. and W. end.
3. **Gjendesheim** (managed by Anders Rusnes), at the E. end, with good apartments, belonging to the Norwegian Tourist Association, the members of which have priority. (Other rooms also supplied by the manager.) Bed 1.20 kr.; B. 70 ö.; D. 1.30 kr.; S. 70 ö. Ale 70 ö.
Boat charges: 1 rower—3.20 kr. for 1 person; 5–5.20 kr. for 2–4 persons; 2 rowers—6 kr. for 1 person; 6.80 kr. for 2–3 persons; and 8 kr. for 4 persons. Gjendesheim–Memurubod: 1 rower—2, 2.40, and 3.20 kr.; 2 rowers—3.60, 4, and 4.80 kr.
Guides, &c., supplied.

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Hotels: *Navelsaker's*; large and new; moderate charges for guests and boarders. *Raftesvold's*; also recommended.
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Season, 1st June to 1st Sept. Excellent food and accommodation (120 kr. per month). Fine sea air. A fashionable, salubrious resort. Pretty detached villas for families; all moderate. Prospectus sent on application by post.
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Hotels: *Glatveld's* (excellent), in a pretty garden, N. part of town, between the two rivers. Conveyances to and from railway stat.; charges moderate. *Trout-fishing* permitted. *F. Jerbane*: near railway stat.; recommended when other is full.

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Hotel: *Societeten*; lodgings procured by the manager of the *Sea Baths*.
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Hotels: *Victoria* (best), at some distance W. of railway stat. R., from 2 kr.; B., 1 kr.; D., 1.60 kr.; S., 1.20. kr. *Britannia* (with view over *Nybrofos*). *Scandinavie* (also near railway stat.) Hotels frequently full; advisable to telegraph.
Telegraph Office at railway stat.
Carriages: To Tinnoset *vid* Bolkesjö: carriole, 15 kr.; two-horse carriage, 2 persons, 30 kr.; 3, 36 kr.; 4, 40 kr. Through conveyance to Hitterdal after stopping at Tinnoset: carriole, 23.46 kr.; carriage, 45 kr. for 2 persons; charge for more persons in proportion.
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Hotel: *Kongsvinger*
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Hotels: *Jernbane*; board and lodging about 4 kr. per day. *Hansen's* and *Koppang*. All moderate.
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Hotels: *Central*; good. *Hambourg*; *Germania*; *Kragerö*.
KRAMSÖ, 126
KREKLING STAT., 42
KRINGELEN, 76, 77, 79, 80, 137
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Inn: Tourist Association; excellent; charges moderate.
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Guide and horse, 2 kr.
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Hotel: Good, small; refreshments.
LABRO-FOS, 42, 43
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LADEHAMMER, 164
LÆRDAL. See LÆRDAL SÖREN
LÆRDAL R., 52 [64]
LÆRDALSÖREN (Sogne), 54, 128
Hotels: *Lindström's*; one of the best in Norway. *Lærdalsören's*; good. *Post* and *telegraph* offices.
LÆRDALSFJORD, 128, 129
LÆRRISFJORD, 180
LAKS R. [61, 70], 184
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Hotels: *Grand*; Thora *Hansen's* (both very good). *Johannsen's* and *Victoria* (facing the fjord).
Hydropathic Estab.: 110 kr. per course of 6 weeks; 80 kr. for 4 weeks, and 22 kr. for 1 week (for medical advice, waters, baths, &c.); meals (3), 63 kr. per month.
Restaurant; excellent; lodgings outside. *Baths Hotel* **Park**: 30–40 kr. per month; apply to Baths' Manager.
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Hotel: *Fretheim's*; comfortable, moderate.
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Hotels: *Backlund's* and *Martenborg's*
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LILLEAA R., 161
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LILLEDALEN RAVINE, 150
LILLEHAMMER, 59, 73, 74, 85, 145
Hotels: *Victoria*; very *good*; *dil* stat. for Gudbrandsdal and Gausdal. *Ormsrud's*; good and comfortable. R., 1–1·75 kr.; B., 1 kr.; D., 2 kr.; S., 1 kr.; *Johannesen's* (when others full); moderate.
Meerschaum pipes at G. Larsen's.
LILLESAND, 91
Hotel: *Norge*.
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Excellent but limited accommodation at house of Mr. *Schönning*, local merchant.
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LÖKEN, 51
Pension (20 beds). At posting stat. 35 beds. Bathing-house.
Small *cottages* above the station where travellers can have repose, in beautiful scenery.
LÖKENSBERG, 51
LÖKKEN, 86
LÖKTA ISLAND, 170
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Hotel: *Utne's*; very comfortable and moderate; charming situation. Several **Pensions**.
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Hotel: *Olsen's.*

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MARAAK (Merok), 61, 78, 135, 136, 142, 143, 144
Hotels: *Geiranger*; clean, new; R., from 1½ kr.; B., 1½ kr.; D., 2 kr.; S., 1½ kr. (walls between rooms very thin.) This hotel is generally full. *Union*; above the Ch. (established 1891). *Weiberg's*; tolerably good.

MARADAL VALLEY, 68
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Inn: *J. Törvis'*; comfortable quarters; good guide.

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MO (Ranen), 133, 148, 162, 170
Excellent and very moderate quarters at Landhandler *Meyer's.*

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MODUM, 47
Hydropathic Establishment and Sanatorium (*St. Olaf's Bad*). Highly salubrious resort, especially in cases of disease or weakness of respiratory organs. Very full (fashionable) in summer. *Charges*: Medical, &c., 22, 44, 64, and 80 kr. for 1 to 4 weeks respectively, and 15 kr. for each subsequent week. Reduction in case of families. Residence, 20–70 kr.; and with sitting or dressing-room, 70–80 kr. per month. *Villas* (4–7 rooms), furnished, 165–330 kr. per month. Prices lower after Aug. 1. Cheaper accommodation in *Villa rustica. Restaurant*: 4 meals, 2·40 kr. per diem. For hot dish at second breakfast, 30 ö more. Second cl. dining-room, 1½ kr. per day. Description and tariff supplied on application by post, or on the spot. Beds obtainable by occasional visitors, the bulk of whom are monthly boarders. (Conveyances at Vikersund stat.; 1·20 kr. for one, or 1.60 kr. for two)

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MOLDE, 140, 141, 146–149
Hotels: *Alexandra*; in W. part of town, with beautiful view; very good *Grand*; in E. part; equally good. Pension, 5 to 7 kr. per diem. Cheapest claret,

4 kr., and same charge for a good bedroom. Telegraph for accommodation, both hotels being frequently full. Passengers taken to and from hotels in steam-launches of hotels.

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MOSJÖEN (Vefsen), 167, 168, 169. See also VEFSEN.
Hotel: *Schröder's*: travellers to or from Vefsen estate accommodated by manager at Halsöen, about 4 kil. N. of Mosjöen.

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Hotel: *Reinseh's*; R., from 2 kr.; D., 2 kr.; S., 1.50 kr.

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Hotels: *Bellevue*; splendidly situated; *Anglican Ch. services*; boats and a steam-launch at disposal of visitors, who can also fish (*salmon*) in the Rauma. *Grand H. Bellevue* (new, 1890). *Unhiem's* and *Romsdalshorn*; both comfortable and moderate.
Bennett's Agent (Aandahl, of H. Bellevue) supplies *carriages*, *carrioles*, &c., at reasonable charges.

NÆS (Hallingdal), 55
Hotel: *Næs*, and posting station; good.

NÆS (Suldal), 104, 105
Hotels: *Lone's*; *Gauthun's*. Latter where Röldal road begins; large; posting-horses provided.

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Hotel: *Jensen's*; good.

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Hotel: *Eskidal*; good.

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Hotel: *Boalth's*; recommended. Accommodation also at *Hildenes'*.
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Hotel: *Sandven's*; good.
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Hotels: *Furuheim* and *Victoria*; both good.
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Hotels: *Hardanger*; perfect in accommodation and *cuisine*; R. (70, with 100 beds), from 1 kr.; B., 1.30 kr.; D., 2 kr.; board and lodging, 6 kr. per diem. *Ole Prestegaard's*: also near pier; comfortable, and about same charges. *Baard-Aga's* (enlarged 1888); good; board and lodging moderate. *Jordal's*; new and good; moderate; and *Hellström's* (close to Hardanger H.). *Anglican Ch. services* at the Hardanger H. and the parish ch.
PostOffice alongside Aga's H.
Antiquities and *Silver*: Hammer's.
Guides: English-speaking at all the hotels.
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Hotels: *Odnæs* (ten min. from pier); excellent *cuisine*; good; charges reasonable. *Vaarnæs*; also recommended. *Skötten* (3 kil. beyond Odnæs); comfortable; close to it is another small H. (at Framnæs).
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Mtn. Lodge and **Sanatorium**: 20 bedrooms; good table. *Trout-fishing*; *ptarmigan* and *elk-shooting*. Fishing-box, with 3 R. pension, 50 kr. per month. All charges moderate.
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Hospice managed by Rolf Sulheim. Guides and horses always to be had. R. 60 ö. Guide to Galdhöpiggen 5 kr. for 1 person, and 2 kr. for every other up to 20 kr. 1 kr. to be added when the ascent is made *viâ* the Gjuvvashytte. Glitretind and Memurutind same price. Guide to Gjende 5 kr.; to the Gjuvvashytte 3 kr.; to Röiseim 2.50 kr. (with horse 6 kr.)
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Hotel: *Stalheim*. Best H. in interior of Norway. Dining R. accommodates 250. Beds 170. Electric lighting. Dark chamber for photography. *Cuisine* excellent. Reading, smoking, and drawing R. Every possible comfort and convenience. *Charges*: R. from 1½ kr.; B. 1½ kr.; H. 2 kr.; S. 1½ kr. Pension for 3 days and more 5 kr. per diem. Guides to mts. available.
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Club: opposite the Cath. Strangers can be introduced gratis for 8 dys. by a member.
Post-office: in Ovre Strand st., close to the Market place. Open from 9 A.M. to 7 P.M., and on holidays from 8.30 to 9.30 A.M.
Telegraph-office: corner of Ovre Holme st., and Kirke st., 6.40 A.M. to 8.40 P.M.
Bank: Stavanger Private Bank, near Market place.
Tourist and Fishery Agent: T. Bennett, on the quay.
Carriages: supplied at hotels.
Boats: 10 ö. over the Vaagen harbour; bargains for other trips.
Baths, *Warm*: Jorenholmen, from 8 A.M. to 7 P.M.
Baths, *Sea*: Strömstenen.
Chemists: *Hygiæa*, in Kirke st.; *Hjorten*, in Peders st.; *Svane*, 5 the Market place.
Theatre: near Rly. Stat. Performance only occasional.
Booksellers: J. Floor, P. Steenberg, and L. Gabrielsen, all in Kirke st.
Photographs and Art Objects: C. Körner, Kirke st.
Jewellers and Antiquity Shops: G. Hellström and Imsland; both in Kirke st.
Museum: Nedre Strand st. Open Sun. and Thurs. from 12 to 1, but visible on any other day by application to keeper. (See body of Handbook for contents.)
Art Association: in Lökkeveien. A collection of Norwegian pictures. Open Sun. and Wed. from 12 to 2 P.M.
Tourist Association: this continues to do much for the improvement of communications from Stavanger and for the comfort and convenience of travellers, who are readily aided by it in their travelling

plans, &c. It has established waiting-rooms and lavatories close to the steamship quay. Admittance, 25 ö.
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Hotels (see plan): *Britannia*: excellent in every respect. R., 1.50 kr.-10 kr. B., 1.50 kr.-2 kr. *Table d'hôte* (2 P.M.), 3 kr. D. (separate), 4 kr. S., 1.50 kr.-2 kr. Baths. English and other newspapers. Omnibus and carriages.
Angleterre: very good, and same prices. Omnibus and carriages.
Nordkap: very good. R., from 1.50 kr. B., 1.50 kr. D., 3 kr. S., 1.50 kr. Omnibus.
Grand H.: R., 1.50 kr. to 10 kr. *Table d'hôte* (2 P.M.), 2 kr., and D. (5 P.M.), 4 kr.
Restaurants: *Theatre Refreshment-room*: D. *à la carte*; also at the *Hjorten Music-hall*, Illevolden, and at the *Harmonien Club*.
Confectioner: E. Erichsen. C. Grahn (*café*), 10 Dronningen st.
Cabs: stationed in Munkegaden, Lilletorvet and Söndre st. Fares under revision.
Posting-house, 22 Prindsen st. Horses, carrioles, &c., can be ordered at T. Bennett's.
Post and Telegraph Offices: corner of Nordre and Kongen st. Open all day. On Sun. Post-office open only from 8 to 9.30 A.M.
Telephone Stat.: near Market place, from 8 A.M. to 10 P.M.
Banks and Money Changers: *Norges Bank*, corner of Kongen st.
Nordenfjeldske Kredit Bank, Dronningen st.
Private Bank and *Trondhjem's Handels Bank* (both in Söndre st.), *R. Kjeldsberg*, Strand st., and *T. Bennett* (see below).
Bennett's Tourist Agency, Dronningen st. (opposite Britannia H.) Business same as at Christiania and Bergen (which see). Highly recommended to British and American tourists for assistance, information, photographs, antiquities, &c.
Steamship Offices: *Nordenfjeldske and Bergenske*, 52 Kjöbmands st. *Wilson Line*, Fjord st.
Anglican Church Service: held in the Hospital ch., Kongen st. (see notices at hotels).
Brit. Vice-Consulate: 15 Strand st.
U.S. Cons. Agency: 26 Munke st.
Baths: "Trondhjems Bad," 1 Dronningen st. Turkish: daily, except Mon. and Fri., when steam baths are provided; also at *Harmonien*, Munke st. *Sea-bathing* near the rly. stat.
Hairdresser: *M. Öyen*, 11 Strand st.; *Petersen*, Nordre st. (speaks English).
Shops (English spoken): *Booksellers*: A. Brun, 10 Kongen st. English books, maps, guides, photographs, &c.; H. Eriksen, 17 Strand st., and H. Moe, 44 Munke st. (see also above: Bennett's Tourist Agency).
Furs, Eiderdown, and Antiquities: J. N. Bruun (excellent assortments), Strand st. Furs also at F. Martensen's in same st., A. Evensen's, Munke st., and C. Olsen's, Kongen st.
Chemists: "*Löve*" and "*Svane*," near Market place, and "*Hjort*"-*Apothek*, in Kongen st.
Silversmiths: H. Möller, Nordre st., Ole Aas and J. A. Möller, Dronningen st.
Saddlery, Trunks, &c.: A. Andersen, Dronningen st., and L. Hansen, Strand st.
Cutlery, Norwegian: Blikstad, Munke st.
Fishing Tackle, Cartridges, &c.: O. Fornæs, G. A. Hartman, E. Grönning (all in Strand st.); J. and N. Buck, Kongen st., and E. D. Mogstad, Söndre st.
Wines, Preserved Provisions, Groceries, &c.: R. Kjeldsberg, 15 Strand st. (highly recommended. English money, circular notes, &c., changed); M. H. Lundgreen's Enke, Munke st.

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Hotel: *Krog's*. Poor. Lodgings cheaper. *Shop* for Russian and Lappish curiosities. Wines, spirits, &c., excellent at *Samlag*.
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Hotels: *Onsum's*. (Excellent stat.); *Romsdal*, very comfortable, with Salmon-fishing facilities in the Rauma. **Guides**, licensed by Tourist Association, M. *Soggemoen* and E. *Nordhagen*.
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Very good accommodation and food at "**Svenningdal House**" (17 R.), and "**Fjeldbakmo House**" (10 R.) three meals (fresh meat) per day; charge, 15*s.* per diem, including *trout-fishing* in rivers and lakes, and *ptarmigan shooting*; charge higher for a small party requiring whole of a large house; apply to Secretary of North of Europe Land Co., 1 Walbrook, London, or to the manager at Halsöen (Mosjöen); good accommodation also at farm by arrangement.

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FIRST-CLASS HOTEL. One of the best in the Town. Commanding a magnificent view. Situated with the "Villa Augusta" in the extensive Park of the Hotel. Best situation, close to Springs, the Kursaal, and Tennis Grounds. Splendid Dining Room with Covered Verandahs. Finest Restaurant.

F. A. LAYDIG, Proprietor.

HOMBURG.

HOTEL DES QUATRE SAISONS, and VILLA, with the finest views of the Taunus, kept by Mr. W. SCHLOTTERBECK.—This first-rate House is exceedingly well situated near the Sources and the Kursaal. It combines every comfort desirable with moderate charges. It has a beautiful Garden for the use of Visitors. Highest position, and one of the best Table d'Hôtes in the Town. Arrangements at Moderate Prices at the early and later part of the Season. Patronised by H.M. the Emperor Frederick, H.M. the Empress Victoria and H.I.H. Princess Victoria of Germany.

BATHS OF HOMBURG.

MINERAL SPRINGS

very salutary for DISEASES of the STOMACH and LIVER and ATTACKS of GOUT.

UNRIVALLED SUMMER CLIMATE.

SOVEREIGN CURE in NERVOUS DEBILITY.

MINERAL, PINE and MUD BATHS, highly recommended for RHEUMATISM, in the NEW KAISER-WILHELM'S BATH.

LAWN TENNIS GROUNDS.

All kinds of Amusements. Comfortable Hotels and Private Houses at moderate prices.

MAGNIFICENT KURHAUS, with the well-known RESTAURANT.

BATHS OF HOMBURG.

HOTEL BELLEVUE.

FIRST-CLASS HOUSE, facing the Kurgarden and Music Pavilion. Small and large Apartments with balconies. Excellent ventilation in all parts of the house, as well as perfect sanitary arrangements. Hydraulic Lift. Telephone. Baths of every description. In May, June, and September arrangements for Pension at moderate prices.

W. FISCHER, Proprietor.

HOMBURG.

HOTEL RICHELMANN.

PATRONIZED BY ROYALTY AND BEST FAMILIES. One of the Best First-Class Hotels in the Town. High, Dry and Airy Position, in the finest part of the Town. Close to the Kursaal and the Wells. Latest Sanitary Improvements. Verandahs, Beautiful Garden. Excellent Cookery. Choice Wines. Arrangements made on very reasonable terms at an early or later part of the Season. RICHELMANN, Proprietor.

HOMBURG.

ROYAL VICTORIA HOTEL - Patronized by H.R.H. the Prince of Wales and several other Royal Personages. Highest and Driest Position. First-Class Hotel, close to Springs and Kursaal, fine view of Taunus Mountains. Quiet Apartments. Fine Garden. Newly enlarged by Three spacious Villas. At early or later part of Season arrangements made on very reasonable terms. Stag, Roebuck Shooting, and Trout Fishing, free for guests of Hotel. GUSTAVE WEIGAND, *Proprietor.*

ILFRACOMBE HOTEL.—*Great Health and Pleasure Resort.*

250 Apartments. Handsome Reception, Dining, Reading, Billiard and Smoking Rooms, all on the ground floor. Ornamental Grounds of Five Acres. The finest Marine Esplanade in the Kingdom. Eight Lawn Tennis Courts. Table d'Hôte Dinner, at separate tables, from 6 to 8 o'clock. There is attached to the Hotel one of the Largest Swimming Baths in England, the temperature of which is regulated according to the season; also Private Hot and Cold Sea and Fresh Water Baths, Douché, Shower, &c. Full Descriptive Tariff of MANAGER, Ilfracombe, North Devon. The attractions of Ilfracombe, and the Places of Interest in the neighbourhood, point to it as the natural centre to be chosen by the Tourist who desires to see with comfort all the beauties of Coast and Inland Scenery which North Devon affords. There is also easy access into South Devon and Cornwall. The means of communication, by Railroad and Steamboat are most complete. *Tourist Tickets to Ilfracombe for Two Months* are issued during the Season at all the principal Railway Stations in England.

INNSBRUCK.

31 *hours from London, viâ Arlberg to Innsbruck, through tickets and luggage registered through.* **23** *hours from Paris.*

HOTEL TYROL.

CARL LANDSEE, Proprietor.

THE beautiful and sheltered situation of Innsbruck renders it a very agreeable place of residence all the year round. In Spring as well as in Autumn it is especially to be recommended as a stopping place between the different watering places. It is also to be recommended after a sojourn at the seaside.

Three First-Class Hotels.

Opposite the Railway Station.

INNSBRUCK is the centre from which many splendid excursions can be made in every direction, and of any length. Attractive walks in the immediate neighbourhood of the town, and the different elevations, render it a good place for walking cures after the system of Dr. Oertel.

HOTEL DE L'EUROPE.

JOHANN REINHART, Proprietor.

ARRANGEMENTS MADE.

MODERATE CHARGES.

POST AND TELEGRAPH OFFICES.

THE climate in Winter, dry, strengthening, sunny, free from cold winds and fogs, has attracted many visitors of late years, and among those who have found the greatest relief are weak, convalescent, nervous, appetiteless and sleepless persons.

N.B.—University, Grammar, *Music*, and other Schools. Private lessons of every kind are available, so that studies can be continued and the education of children carried on.

HOTEL ZUR GOLDENEN SONNE.

CARL BEER, Proprietor.

The above Hotels offer Pension at the most moderate terms for the Winter Season, according to rooms, from fl. 3 upwards, room included.

Richly Illustrated Guides of Innsbruck sent on application, by the Proprietors of above Hotels, free of charge.

ILFRACOMBE.

"THE RUNNACLEAVE."

Private Hotel and Boarding House. Largest in the Town.

120 BEAUTIFULLY APPOINTED ROOMS. CAPITAL **TENNIS COURTS.**

LARGE RECREATION HALL.

To seat 500, with fitted Stage for Private Theatricals, Concerts, Tableaux Vivants, &c.
Handsome Billiard Room. Dark Room for Amateur Photographers.
27 Ton Yacht, for sole use of Visitors.

OMNIBUS MEETS EVERY TRAIN. MODERATE TARIFF.

INNSBRUCK.

HOTEL KREID.

NEXT THE STATION.

Omnibus by every Train. Splendid Panorama from every Room 68 well-furnished Bedrooms and Saloons, with every modern comfort. Lift. No charges for service.

VERY GOOD RESTAURANT. EXCELLENT WINES.

JOHN KREID, Proprietor.

INTERLAKEN.

HOTEL-PENSION,

JUNGFRAU.

F. SEILER-STERCHI, Proprietor.

THIS Establishment, with two Branch Houses, is situated in the centre of the Höheweg, and enjoys a splendid view of the Jungfrau and the entire range of the Alps. It recommends itself for its delightful position, as well as for its comfortable accommodation.

TABLE D'HÔTE AT 2 AND 6.30 O'CLOCK.

DINNERS À LA CARTE.

CARRIAGES, GUIDES, AND HORSES FOR MOUNTAIN EXCURSIONS.

OMNIBUS WAITING AT ALL THE STATIONS.

INTERLAKEN.

GRAND HÔTEL VICTORIA
INTERLAKEN
300 CHAMBRES ROOMS ZIMMER
20 SALONS SITTING ROOMS SALONS
·LIFT· Personenaufzug ·ASCENSEUR·
Saison v. 1.April-31.October
ED.RUCHTI, Propr.
HÔTEL DES ANGLAIS, CANNES.
SALLE A MANGER

INTERLAKEN.

RUGEN HOTEL, JUNGFRAUBLICK.

FIRST-CLASS Hotel and Pension, 150 Beds. Situated in the healthiest position, 30 metres higher than Interlaken, with Splendid View on the Jungfrau and Silverhorn. Lift, Electric Light, &c. Surrounded by Terraces and Gardens. Pension from 10 to 15 francs, according to Room. Reduced Prices in May, June, and after 15th September. Season, May to October. J. OESCH-MÜLLER, *Proprietor.*

INTERLAKEN.

HOTEL BEAU SITE—PENSION.

IN a very quiet position, specially adapted for a long stay. Splendid view of the Jungfrau, Mouch, and Eiger. Large shady Garden, Play Grounds, Baths. Terms strictly moderate. Arrangements for Families. Omnibus at the Station.

BRANCH HOUSE—HOTEL DU LOUVRE CANNES. J. WÜRTH, Proprietor.

INTERLAKEN.

HOTEL NATIONAL.

PENSION WYDER.

COMMANDS A MAGNIFICENT VIEW OF THE JUNGFRAU.

Excellent Cooking. Moderate Charges. Pension, from 6 francs a day.

INTERLAKEN (Suisse).

GRAND HOTEL METROPOLE.

LIFT.

F. BOYELDIEU, Manager.

LAKES OF KILLARNEY.

For a Description of the Scenery and a Guide to the District, see

MURRAY'S HANDBOOK TO IRELAND.

Post 8vo., 10*s.*

JOHN MURRAY, Albemarle Street.

LAKES OF KILLARNEY.

"THE LAKE HOTEL."

It is essential to apprise Tourists that there is at Killarney, but *One Establishment* called

"THE LAKE HOTEL."

It is situated in the Bay of Castlelough, on the Eastern shore of the Lower Lake, in the centre of the varied scenery of the Lakes, within ten minutes' drive of the Railway Station, and two minutes' walk from public road, where Glengarriff Car stops to let down passengers. Its grounds adjoin those of Muckross in which is the celebrated Abbey of the same name, and one of the most interesting and best preserved ruins in Ireland.

THE LAKE HOTEL OMNIBUS attends the arrival and departure of the trains.

Easy terms made for parties remaining a week or longer, and a specially reduced Tariff struck for winter months (October to May,) inclusive. Billiards. Baths. Lawn Tennis.

For particulars apply to the Manager. **E. M. BERNARD, Proprietor.**

N.B.—It is the only Hotel in Killarney situated on the Lake Shore.

KILLARNEY LAKES.

By Her Most Gracious Majesty's Special Permission.

THE ROYAL VICTORIA HOTEL,

PATRONISED BY

H.R.H. THE PRINCE OF WALES, H.R.H. THE DUKE OF CONNAUGHT, The Royal Families of France and Belgium, &c., the Nobility and Gentry of Great Britain and Ireland, and leading American Families.

THIS HOTEL is situated on the Lower Lake, facing Innisfellen, within ten minutes' drive of the Railway Station, and a short distance from the far-famed Gap of Dunloe, for which it is the nearest starting point.

Open throughout the Year. Table D'Hote during the Season.

POSTAL TELEGRAPH OFFICE IN THE HOUSE.

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STATION OF THE BAVARIAN RAILWAY.

SEASON FROM MAY 1 UNTIL SEPTEMBER 30.

MOST delightful station, air bracing and pure. Beautiful woods with extensive walks, riding and driving. Comfortable Hotels, Restaurants, and private Boarding-Houses. Bathing Establishments, on a grand scale on the Royal Saline, the Kurhaus, and the Aktien-Bad (the latter is open from April 15 till October 20). Most efficient Mineral Waters, such as Rackoczy, Pandur Maxbrunnen, with Chalybeate, Sool-gas, Steam and Moor baths, Pneumatic Room, (Glocke). Inhalation Establishments, with nitrogen inhalation, Hydro and Electric-therapeutic Treatment. Occasion to use the Terrain Cure. Massage and Hygienic Gymnastic. Whey-Cure. Superior Orchestra, Theatre, Elegant Conversation Saloons, Music, Playing, and Reading Rooms, Large Garden and Pleasure Grounds, Prospectus, sent free and post paid, on application to the ROYAL BADKOMMISSARIAT, Bad-Kissingen.

KISSINGEN.

HOTEL VICTORIA & KAISERHOF.

First-Class House.

Pension and arrangements for longer stay at Moderate Charges.

WILLIAM TODT, Proprietor.

LANDECK (TIROL).

HOTEL POST.

BEAUTIFUL position with splendid view of the Glacier. Best and largest Hotel of the town with old reputation. Station of the Mail to the Stelvio and to the Engadin.

TOS. MÜLLER,
Postmaster and Proprietor.

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HOTEL NEUBAUER,

ZUM ROTHEN KREBS.

FIRST Class Hotel of old reputation, situate opposite Steamers' Station. Splendid view. 106 Bedrooms and Saloons. Library, Reading-Room, Pension. Moderate charges. Omnibus at the Station. Telephone. Table d'Hôte. R. Neubauer, Also Proprietor of HOTEL NEUBAUER at JODBAD HALL in Upper Austria.

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HOTEL ERZHERZOG KARL.

BEST Situation. Opposite the Landing Place. Finest view on the Danube and surrounding mountains, next to Custom House, Post and Telegraph Offices. Every Comfort. Excellent Cuisine and Cellar. Foreign Newspapers. Omnibus to every Train. Private Carriages.

F. MARSCHNER, Proprietor.

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HOTEL DURAND (English Hotel)

LARGO DO QUINTELLA.

FIRST CLASS ESTABLISHMENT.

Situated in the most central part of the Town. Highly recommended for its comfort and moderate charges. Reading Room. Several languages spoken

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BRAGANZA HOTEL.

THIS First-Class well-known Family Hotel, lately renovated by the Royal House of Braganza, and fitted up by the new Proprietor, VICTOR C. SASSETTI, highly recommendable for its large, airy, and Comfortable Apartments, commanding the most extensive and picturesque views of the River Tagus, as well as of Lisbon. Superior Cuisine, and carefully-selected Wines.

LOCARNO.

TERMINUS of the GOTHARD RAILWAY on LAGO MAGGIORE.

BEST STOPPING PLACE on the ITALIAN LAKES.

27 hrs. from London. 17 hrs. from Paris. 4 hrs. from Milan. 7 hrs. from Genoa. 5 hrs. from Lucerne.

THE GRAND HOTEL

OPEN the whole year. Most luxurious and comfortable home for all the seasons in Italy or Switzerland. Patronized by all the Royal Families. Unrivalled situation in the finest climate of Europe; without snow, wind or fog, but with plenty of sunshine. **Entirely adapted for winter residence.** Pronounced by the body Physician of H.M. The King of Bavaria and University—Prof. ALOYS MARTIN—to be the healthiest and best spring, autumn and winter resort. Beautiful walks and mountain excursions. English Church, Doctor, Society. Lift. Private Steamer and Carriages for visitors. Exquisite Cuisine. Moderate charges.

Messrs. BALLI, Proprietors

LOCH LOMOND.

TARBET HOTEL

IS the most commodious on the Lake. Parties Boarded on Moderate Terms.

A. H. MACPHERSON, *Proprietor.*

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HOTEL DU RIGI.

Comfortable, pleasant situation.

Open from 15th APRIL to 6th OCTOBER.

LUCHON, BAGNÈRES DE, PYRÉNÉES.

GRAND HOTEL RICHELIEU.

(*Hotel de S. M. le roi de Hollande.*)

200 Rooms, 10 Salons. Splendid view.

Villa Gracieuse, to Let. Omnibus at all Trains **LOUIS ESTRADE, Proprietor.**

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ROYAL CASTLE FAMILY HOTEL.

Patronized by the English and Continental Royal Families.

FIRST-CLASS HOTEL, especially favourite and attractive. Table d'Hôte. Reading and Drawing Rooms. New Smoking and Billiard Pavilions, all Facing the Sea. Magnificent Views, and Ornamental Grounds of Twelve Acres. Private Hotel and Boarding House attached. *ELECTRIC LIGHTING.*

THOS. BAKER, Proprietor.

LYONS.

HOTEL UNIVERS,

FACING PERRACHE STATION.

THE MOST COMFORTABLE.

First Class. Full South.

MRS. DUFOUR IS ENGLISH.

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GRAND HOTEL DE LYON.

PLACE DE LA BOURSE.

FIRST-CLASS HOTEL.

Moderate Charges.

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GRAND HOTEL DE L'EUROPE.

Five minutes' from the Station.

FIRST-CLASS, and well situated, with view of Mont Blanc. Recommended to Families. Interpreter. Carriages. Omnibus.

Mme. Vve. BATAILLARD, Proprietress.

Macon, the most favoured Station for hours of arrival and departure, is the most central stopping-place from Paris for Switzerland, Italy, the Mediterranean, and terminus for direct trains for Tours and Bordeaux. All the fast trains and trains *de luxe* call at Macon. Wines for Sale and Export.

MALMÖ (SWEDEN).

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FIRST-CLASS HOTEL, completely renewed, in the centre of the town, commanding a fine view, opposite the Railway and Post Office. Comfortably furnished. Good Cooking. Restaurant and Café. Cold and Warm Baths. Private Dinners. Moderate Charges. I. F. H. HORN, Proprietor.

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HOTEL KRAMER.

FIRST-CLASS HOTEL, the Largest and most Comfortable in the Town, new and richly fitted up, 100 rooms. Situate on the great Square, in the vicinity of the Railway Stations and Steamboat Landings. One of the most commodious, and respecting charges, one of the cheapest hotels in Scandinavia. Rooms from 1 krona, upwards. Baths and carriage in the hotel. Meals à la Carte, at all hours. Prompt and polite attendance. Dinner kept ready for passengers.

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HOTEL WEIMAR.

FIRST-CLASS HOUSE, patronised by English. Elevated position, near the Springs and Bath Establishments. Single Rooms and Family Apartments, furnished with every modern comfort and luxury. Carriages for Excursions. Omnibus at all Trains.

HAMMERSCHMID, Proprietor.

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HOTEL KLINGER.

FIRST and Largest Hotel, with private houses, HALBMAYR'S HOUSE, MAXHOF No. 100, and the recently opened HOTEL KLINGER, late Stadt Dresden, connected with the Old House. Most beautiful situation of the Spa, situated at the corner of the Promenade on the Kreuzbrunnen and the Park, commanding a charming view. Newly and elegantly furnished. 350 Rooms and Saloons. Reading, Conversation, and Smoking Rooms. Electric Lighting. All the Dining Saloons Redecorated. Lift. Table d'Hôte and à la Carte. Meals sent out into private houses.

Carriages at the Hotel. Omnibus at the Station.

In answer to several inquiries, the Proprietor begs to intimate that he does not keep Touters, and therefore begs to warn Travellers against any false statements respecting his Hotel being full, etc.

J. A. HALBMAYR, Proprietor.

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GRAND HOTEL DU MONT BLANC.

THE First and the Largest Hotel at Martigny. 150 Beds. Newly Furnished throughout. Twenty new Balconies. Splendid Views. Billiard, Smoking, and Reading Rooms. Magnificent shady English Garden in front of the house, with fountain. Electric Light throughout. Every comfort. Carriages. Good Service. Moderate Prices. O. CORNUT-BRUNNER, Proprietor.

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RHINE HOTEL.

FIRST-CLASS HOTEL. Finest Position and Splendid View of the Rhine. Especially recommended to English and American Travellers. Rooms, including Light and Attendance, from 2 francs 50 centimes. Omnibus at Station. For a long stay Pension. W. SCHIMMEL.

MAYENCE.

HOTEL DE HOLLANDE.

WELL-KNOWN FIRST CLASS HOTEL. Thorough Comfort, excellent Cooking, Choice Wines, at Moderate Charges. Since the removal of the railway, the Finest and Best Situated Hotel in the Town, affording an open view of the river. Favourite and quiet stopping place for excursions into the neighbourhood. Special arrangements for Winter abode. Opposite the landing place of the steamers. Omnibus meets all trains. Proprietor: RUDOLPH SEIDEL, *for years Manager of this Hotel.*

MENTONE.

GRAND HOTEL DE VENISE.

ASCENSEUR. LIFT.

FIRST-CLASS English House, situated in a large garden, full south, far from the sea. Restaurant, Smoking and Reading Rooms. South.

J. SOMAZZI, Proprietor.

MENTONE. (1st CLASS HOTEL.)

HOTEL DE BELLE VUE.

THIS well-known ESTABLISHMENT is beautifully situated in the best quarter of the Town, with a vast Garden, and affords every English comfort. Patronised by the Royal Family of England. *Lawn Tennis Court. Ascenseur. Lift.*

G. ISNARD, Proprietor.

MILAN.

HOTEL DE ROME.

ADMIRABLY situated, full South, on the Corso, a few steps from the Duomo, Scala, and Galleries. This Hotel, comfortably furnished and fitted up with the greatest care, is warmly recommended to English travellers for its comfort and moderate charges.

Branch House—PIAZZA FONTANA, 8 and 10.

LIFT. BORELLA BROTHERS, Proprietors.

MILAN.

HOTEL METROPOLE.

THE only Hotel on the Piazza del Duomo. First Class with moderate Charges. Hydraulic Lift. Tariff in every Room. Highly recommended to English and American Families.

L. RUFF, Proprietor.

MOSCOW.

HOTEL SLAVIANSKY BAZAR.

The Largest First-Class Hotel in this Town.

SPLENDID RESTAURANT, READING, AND BATH-ROOMS.

English and French Newspapers.

ALL LANGUAGES SPOKEN.

Omnibus. Interpreters to all Railway Stations.

Telephone, Post and Telegraph Offices in the house.

MILAN.

GRAND HOTEL DE MILAN.

MODERN Comfort. Railway Booking Office. Luggage Registered Through. Hydraulic Lift. Steam Heating and Electric Light in every room.

J. SPATZ, Co-proprietor of the Grand Hotel at Venice and the Grand Hotel at Leghorn.

MOSCOW.

HOTEL BERLIN.

THE best situated in the centre and healthiest part of the Town, near all the places of interest and principal business quarter. English spoken. Omnibus meets all trains.

A. CLAUSEN, Proprietor.

Formerly Manager of the Midland Hotel, London, and of the Schweizerhof, Lucerne.

NANTES.

HOTEL DE FRANCE.

PLACE GRASLIN. VERY FINE.

FIRST-CLASS HOTEL. Entirely renovated. Large and Small Apartments for Families. Sitting Rooms. Bedrooms from 2 fr. Table d'Hôte. Restaurant. Electric Light. Telephone.

Omnibus and Carriages. English spoken. DOUET, Proprietor.

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HOTEL GOLDEN EAGLE.

FIRST-CLASS HOTEL, well situated, opposite the Kriegerdenkmal, newly re-built, contains 110 elegantly furnished Rooms and Saloons, and is much frequented by English and American families. Arrangements made with Families and Single persons. Baths in the house. Carriages. Omnibus to and from the Station.

L. SCHLENK, Proprietor.

NURNBERG (NUREMBERG).*

HOTEL BAYERISCHER-HOF.

THIS First-rate and Superior Hotel, situated in the centre of the town, is highly spoken of by English and American Travellers for its general comfort and moderate charges. Has been greatly enlarged, and contains now 100 well-furnished rooms and saloons. Ladies' and Reading Saloon, Smoking Room, &c., and a beautiful large Dining-Room. English and Foreign Newspapers. Carriages at the Hotel. Omnibuses to and from each train. English Church in the Hotel; Divine Service every Sunday.

G. P. AUINGER, Manager.

OSTEND.

MERTIAN'S

FIRST-CLASS

FAMILY HOTEL AND PENSION.

Close to the Sea and Kursaal. Telephone.

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Near the Sea and Railway Station.

15 MINUTES FROM GENOA.

STOPPING PLACE FOR ALL EXPRESS TRAINS.

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FIRST-CLASS HOTEL FACING THE BATHING PLACE.

Open from the 1st June to 15th October. Highly recommended.

J. and O. THOMA, Proprietors.

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HOTEL DE FRANCE.

FREQUENTED by English and American families; has many sunny rooms; in the healthiest position in Palermo, facing the beautiful Garden Garibaldi, Piazza Marina, near the Botanical Garden and Villa Giulia. First-rate Cuisine.

English and American Newspapers. MODERATE CHARGES.

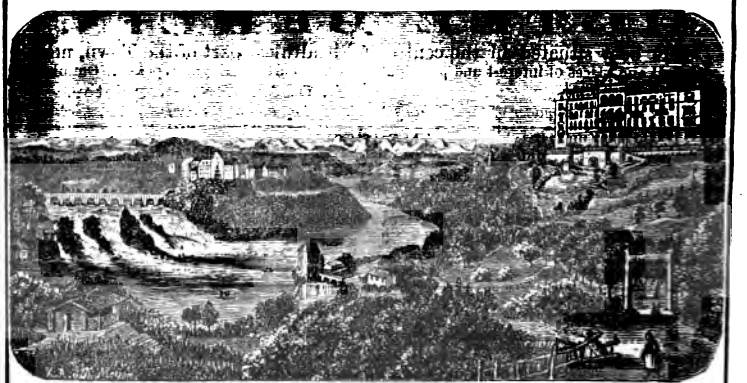
P. WEINEN.

* Nürnberg—see also p. 42.

NEUHAUSEN-SCHAFFHAUSEN, Falls of the Rhine.

HOTEL SCHWEIZERHOF.

F. WEGENSTEIN, Proprietor.



FIRST-CLASS HOTEL, replete with every comfort, in the best position opposite the Falls of the Rhine, and Five minutes' walk from Neuhausen Station.

NO GRATUITIES to the SERVANTS. 200 ROOMS.

Splendid View of the Rhinefalls, the Castle of Laufen, and the Swiss Alpine Chain.

FINE PARK AND GARDEN.

RAILWAY TICKETS ISSUED AT THE HOTEL.

Special arrangements for a protracted stay.

The English Church Service is at the Schweizerhof.

Omnibuses at Neuhausen and Schaffhausen.

By means of Electricity and Bengal Lights, and *directed from the Schweizerhof*,

THE FALLS OF THE RHINE ARE ILLUMINATED

Every Night during the Summer Season.

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HÔTEL MIRABEAU,

8, Rue de la Paix, 8.

Patronized by the Royal Families of several Courts of Europe.

BEAUTIFULLY situated in the finest part of the City; the prettiest Court-Yard in Paris. Restaurant *à la carte*, and Private Dinners at fixed prices. Apartments of all sizes for Families and Gentlemen. American and English Papers. Lift, &c.

PETIT (Uncle and Nephew), Proprietors.

PAU.

GRAND HÔTEL BEAU SÉJOUR.

FIRST-CLASS. Recommended for its Comfort. Incomparable position for beauty of the Panorama. Apartments for Families, with view embracing the Pyrénées. Excellent Cooking and irreproachable attendance. **BOURDETTE**, *Proprietor.* The Drainage perfected under the most modern system.

PAU.

HÔTEL DE FRANCE.

THIS FIRST-CLASS HOTEL, situated on the Place Royale, commands the most splendid view of the whole chain of the Pyrénées, and is adjoining to the English Club. Improved Lift.

GARDÈRES FRÈRES, Proprietors.

PAU.

GRAND HOTEL, GASSION.

SPLENDID VIEW UPON THE PYRÉNÉES.

Situation full South. Lift. 300 Rooms.

Arrangements with Families for a long stay.

A. MEILLON.

PENZANCE.

MOUNT'S BAY HOTEL.

On the Esplanade. Facing the Sea. Full South aspect.
Ladies' Coffee and Drawing Rooms. Omnibus and Porter meet all Trains.
MODERATE TARIFF.
C. BALL, Proprietor.

PISA.

GRAND HOTEL.

Moderate Charges.
W. GARBRECHT.
SPEAKS GOOD ENGLISH.

PISA.

Royal Victoria Hotel.

Clean. Great Attention.
RECOMMENDED.

PLYMOUTH.
Only Hotel with Sea View.

GRAND HOTEL.

(ON THE HOE.)
Facing Sound, Breakwater, &c. Mail Steamers anchor in sight. Public Rooms, and Sitting Rooms, with Balconies. JAMES BOHN, *Proprietor.*

POITIERS.

GRAND HOTEL DE FRANCE.—First-Class and recommended to Families and Tourists for its comfort and good management. The most central of the Town, near the Hotel de Ville, Prefecture, Telegraph, Post Office, Museum, Historical Monuments, and Promenades. Speciality of Fowls and truffled Pâtés of all sorts. Carriages for Drives. Railway Omnibus calls at Hotel.
ROBLIN-BOUCHARDEAU, Proprietor.

PRAGUE.

HOTEL ENGLISCHER HOF.

Well-known First-Class Family Hotel, Central Situation.

The Next to the Dresden and Karlsbad Railway Station.

PATRONIZED BY ENGLISH AND AMERICAN FAMILIES.

Deservedly Recommended. Moderate Charges.
Large Restaurant.

PRAGUE.

HOTEL DE SAXE.

FIRST-CLASS FAMILY HOTEL.

Next to the Dresden, Vienna, Carlsbad and Breslau Station—(no need of carriage.)

SPLENDID GARDEN—ILLUMINATED FOUNTAIN.
READING AND CONVERSATION ROOM.
ELECTRIC LIGHT IN ALL ROOMS.
PATRONIZED BY THE AUSTRIAN IMPERIAL FAMILY.
THE DIRECTORATE.

PRAGUE.

HOTEL VICTORIA.

FIRST-CLASS Family Hotel in the centre of the town. Patronized by English and Americans. First-rate attendance. Moderate Charges.

O. & H. WELZER, Proprietors.

PRAGUE.

GRAND HOTEL

CLOSE TO THE RAILWAY STATION.

ELECTRIC LIGHT.

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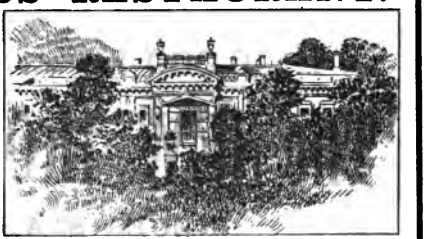

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